



Fred Sherman, AICP
Community Development Director

Transportation & Land
Use

Intermodal Committee
Presentation
May 9, 2006



Presentation Outline:

- Community Development Plan
- Construction Activity in Gardner
- Future Land Use Assumptions - 2025
- Back-to-Back Land Use Relationship
- Development Standards
- Traffic Study - 101
- Truck Traffic Counts

Traffic Study of the Proposed Logistics Park

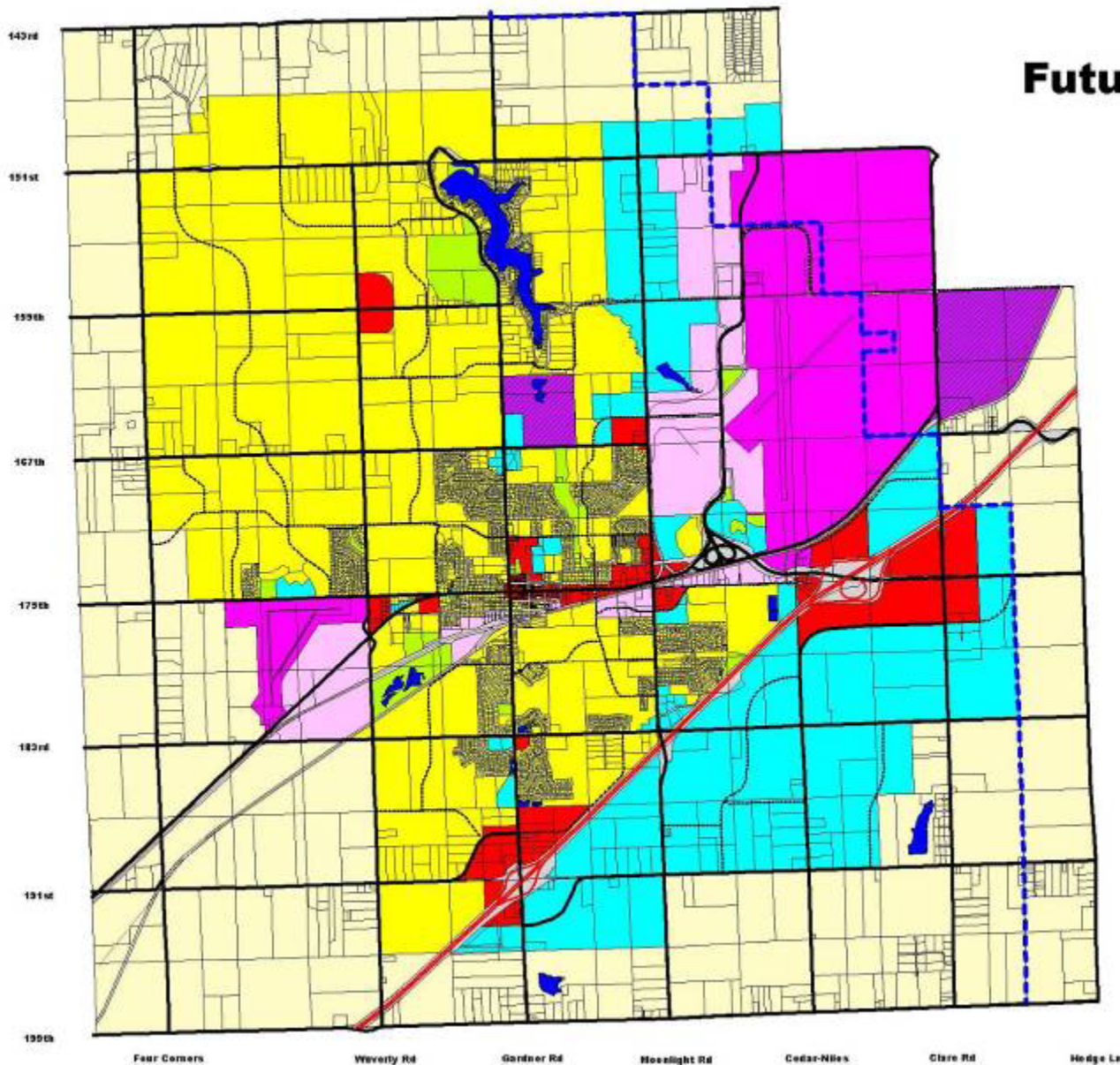
The Future Land Use Assumptions:

- Based on the adopted Community Development Plan
- Data provided by Gardner staff

Community Development Plan

- The Community Development Plan for the City of Gardner is a policy guide that describes in its text and displays in its graphics the city's vision for directing future land development.
- The plan identifies the areas to be utilized for residential, commercial, industrial, open space and public land use activities.
- The plan provides the foundation and framework for making physical development and policy decisions in the future.
- The adopted plan also provides a legal basis for some regulations and policies regarding growth and development. K.S.A. 12-747 establishes the statutory basis on which a community may adopt such a plan.
- The most significant role of the plan is as a policy guide that identifies the city's goals for directing future land development.

Future Land Use Map



Future Land Uses

- Rural
- Urban Residential
- Recreation, Parks, and Open Space
- Quarry
- Airport
- Commercial
- Industrial
- Business Park / Office
- Right-of-Way

Lake / Water

Road Classification

- Collector
- Arterial
- Interstate
- BN & SF RR
- New Century RR

Olathe Annexation Boundary

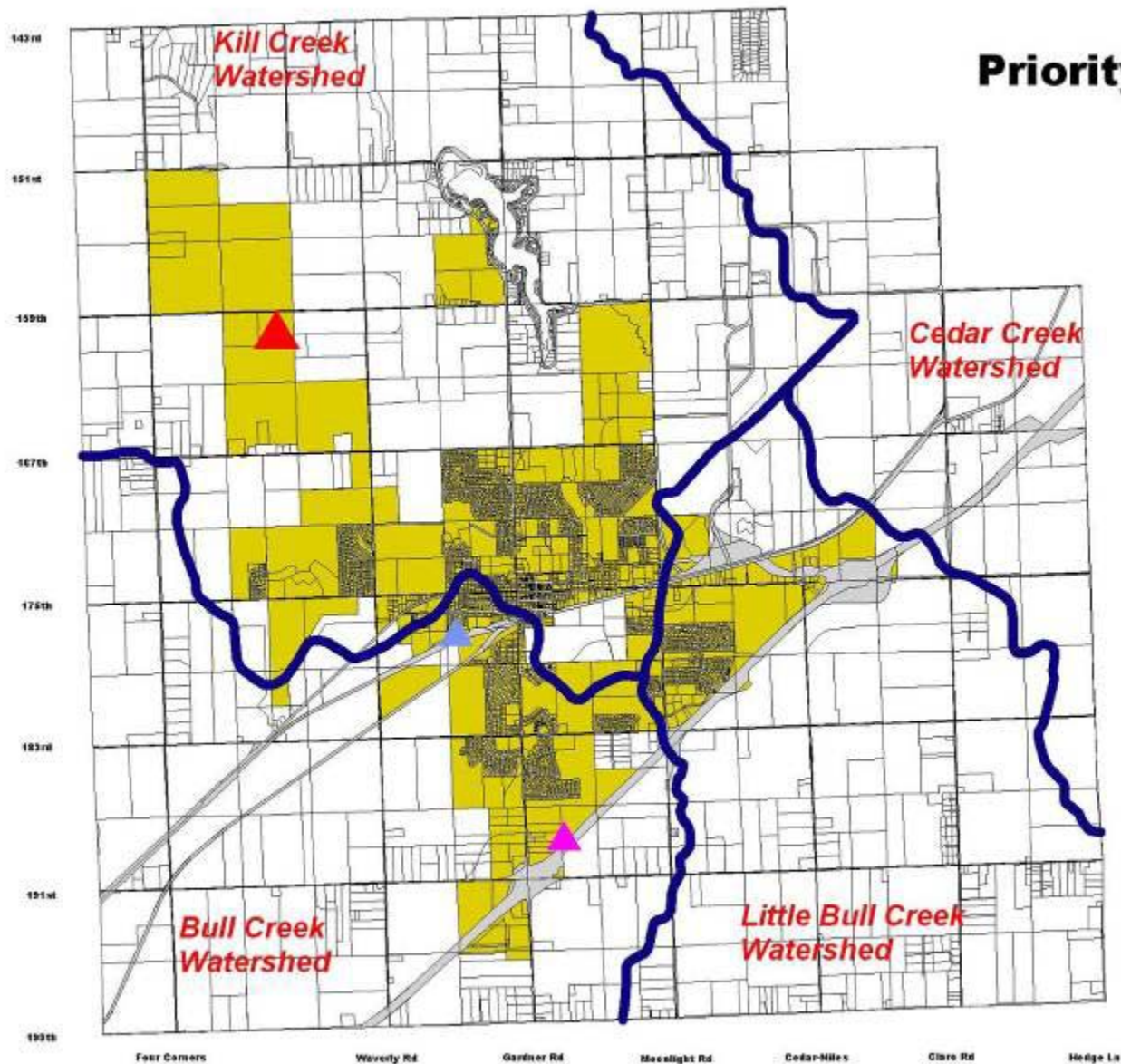


Planning Commission Approval - March 24, 2003
 PC Resolution 03-01
 City Council Approval - April 7, 2003
 Ordinance 2096

Key Strategies (part)

- The plan promotes development in defined growth areas based on fiscally responsible utility, infrastructure, and annexation plans and policies.
- The plan directs new residential development to the north and west of Downtown rather than to the east of Interstate 35 Highway.
- The plan is based on preserving the land areas east of Interstate 35 and south of New Century AirCenter for future employment, industrial, office, and other non-residential land uses that are compatible to the airport and the near-by interstate transportation system.
- The plan encourages commercial development to occur in "nodes" and avoid continuous lineal commercial development along the City's street corridors.
- The plan encourages the development of neighborhoods in a range of densities to provide a sense of community.
- The plan recommends the protection and preservation of the floodplains and riparian ways throughout the planning area.

Gardner City Limits - April 2004

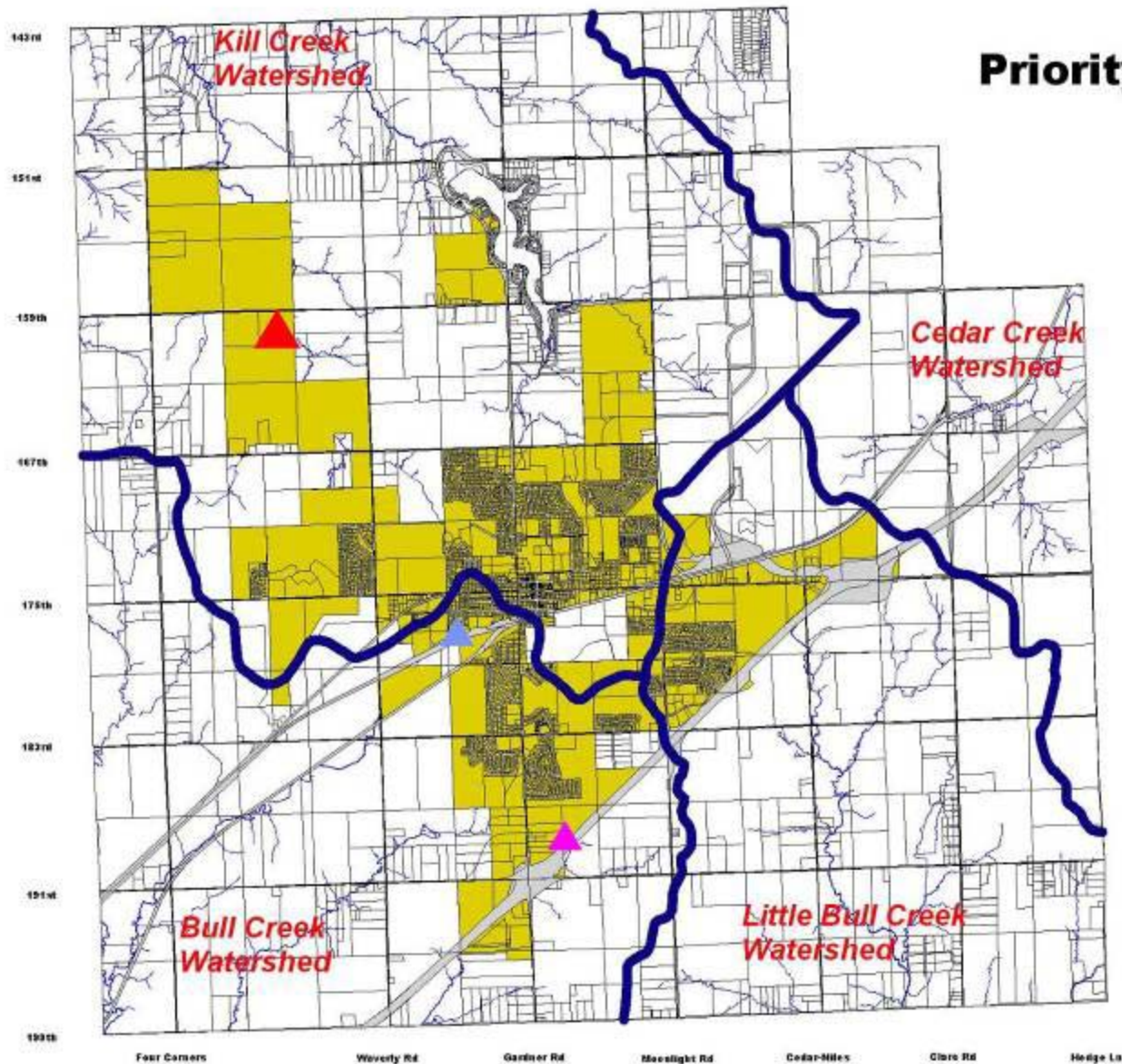


Priority Growth Area Map



Planning Commission Approval - March 24, 2002
PC Resolution 62-01
City Council Approval - April 7, 2003
Ordinance 2098

Streams and waterways



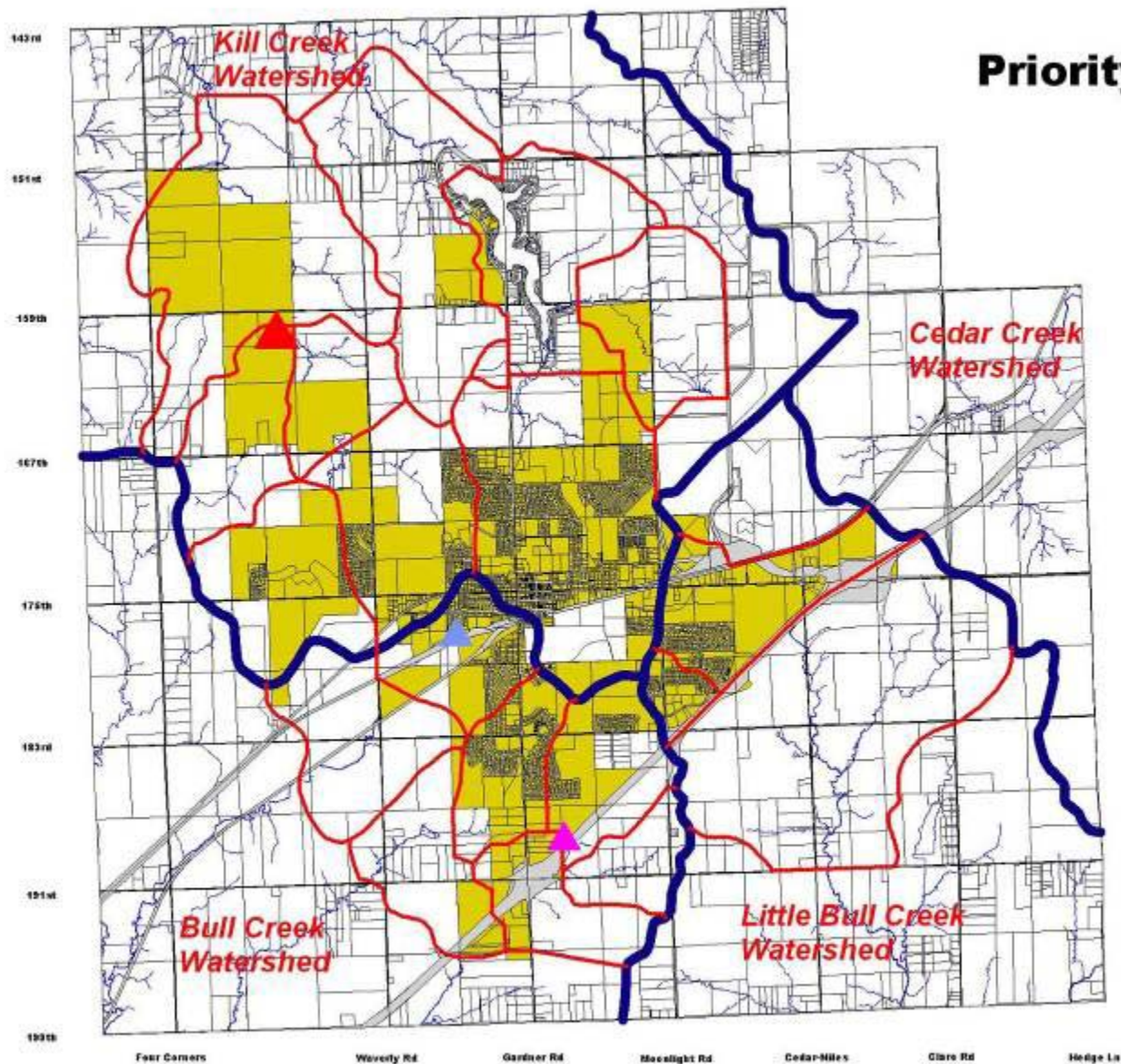
Priority Growth Area Map

Ridge Line



Planning Commission Approval - March 24, 2008
PC Resolution 63-01
City Council Approval - April 7, 2008
Ordinance 2008

Drainage Basins - define Growth Areas

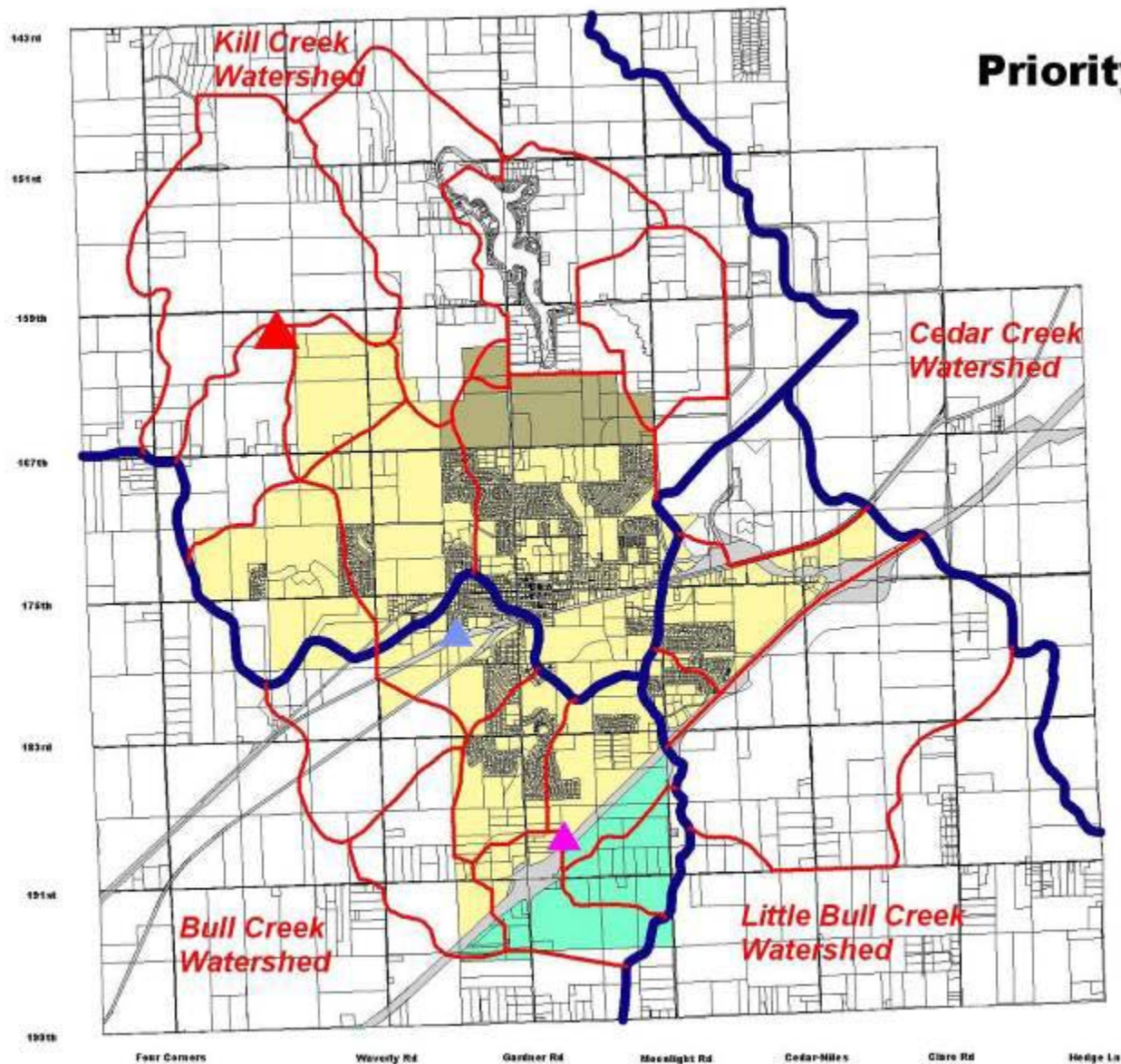


Priority Growth Area Map



Planning Commission Approval - March 24, 2002
PC Resolution 62-01
City Council Approval - April 7, 2003
Ordinance 2098

Gardner Sanitary Sewers Service



Priority Growth Area Map

Current Service Areas

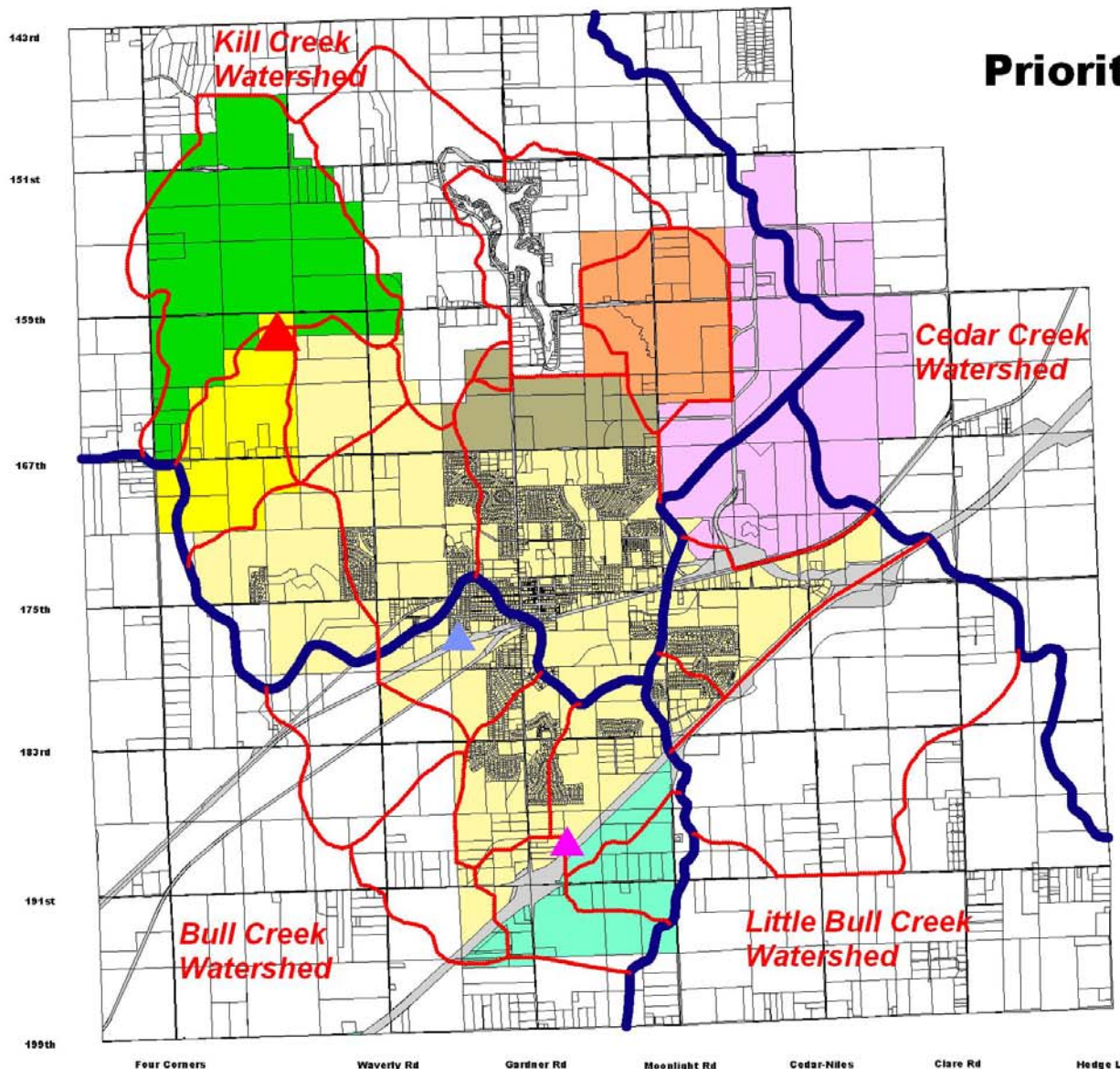
- Gardner Service Area
- South Service Area
- North Service Area



Planning Commission Approval - March 25, 2002
PC Resolution 62-01
City Council Approval - April 7, 2003
Ordinance 2000

Needed Change to Current Service Area - 2006 Plan Update

Include Kill Creek West and Northwest into Current Service Area



Priority Growth Area Map

Current Service Areas

- Gardner Service Area
- South Service Area
- North Service Area
- New Century
- Kill Creek 1 - JCWW

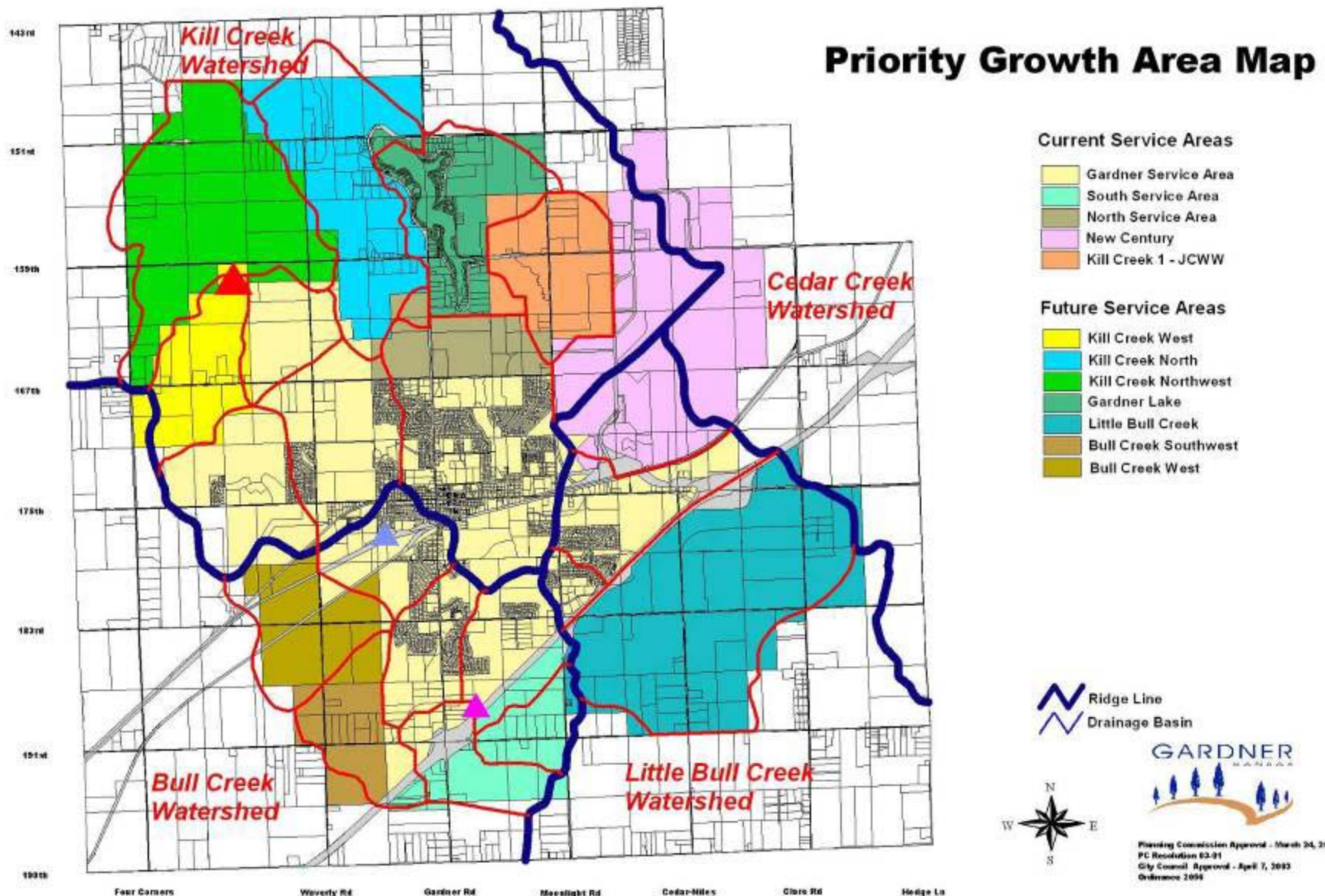
Future Service Areas

- Kill Creek West
- Kill Creek Northwest

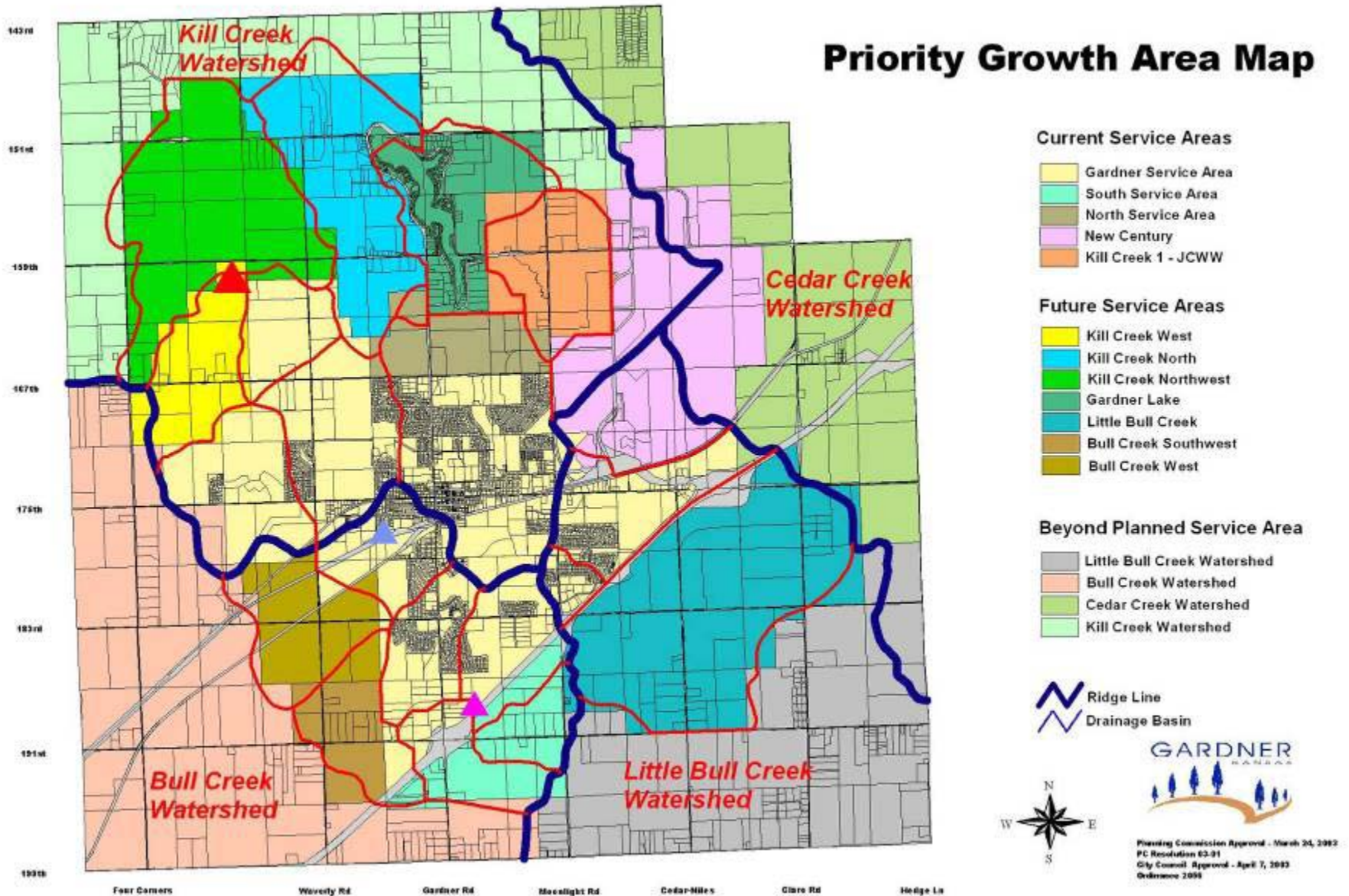


Planning Commission Approval - March 24, 2003
 PC Resolution 03-01
 City Council Approval - April 7, 2003
 Ordinance 2056

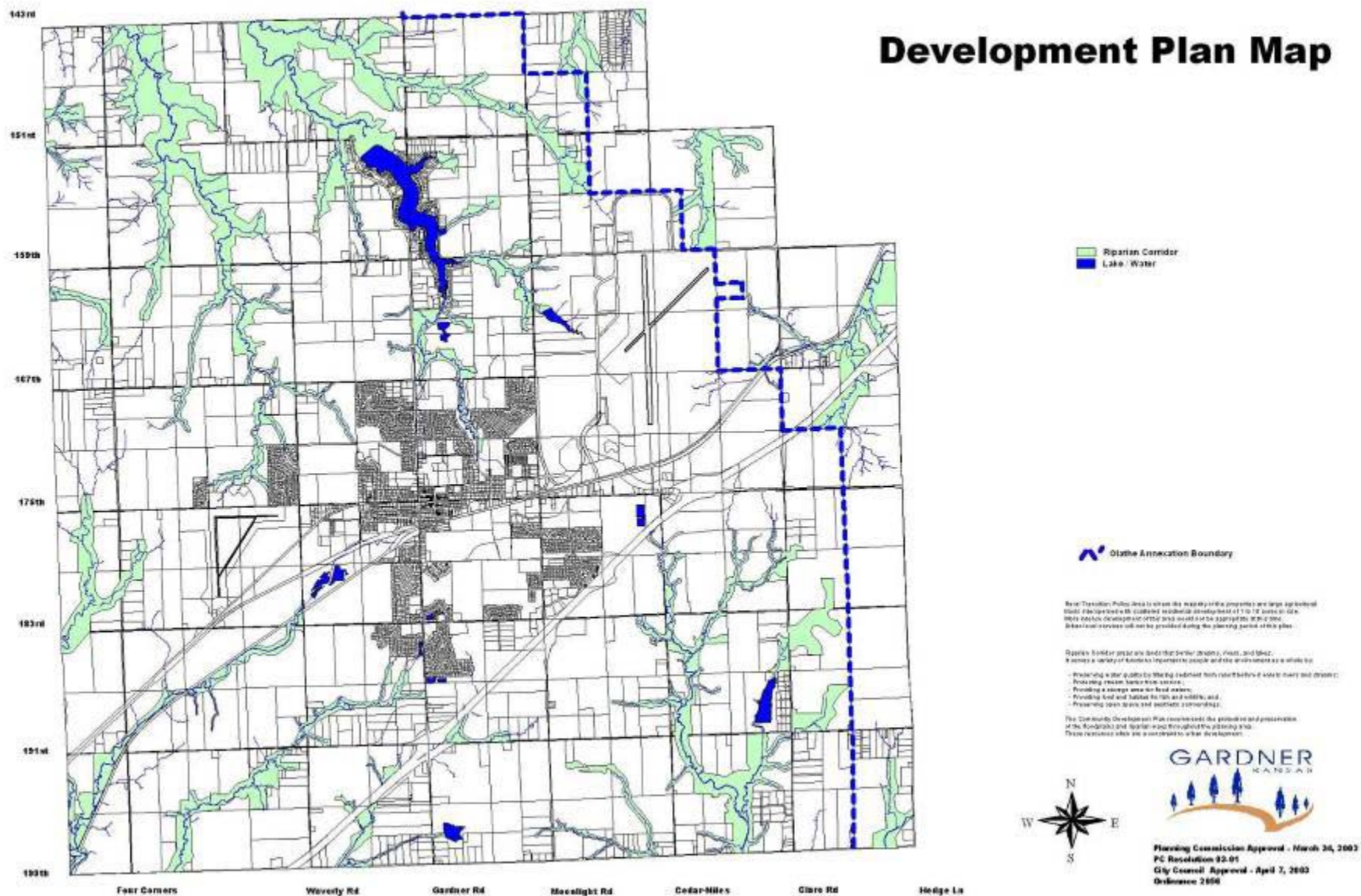
Future Service Areas - the eastern portion of the BNSF facility is located within a planned future service area.



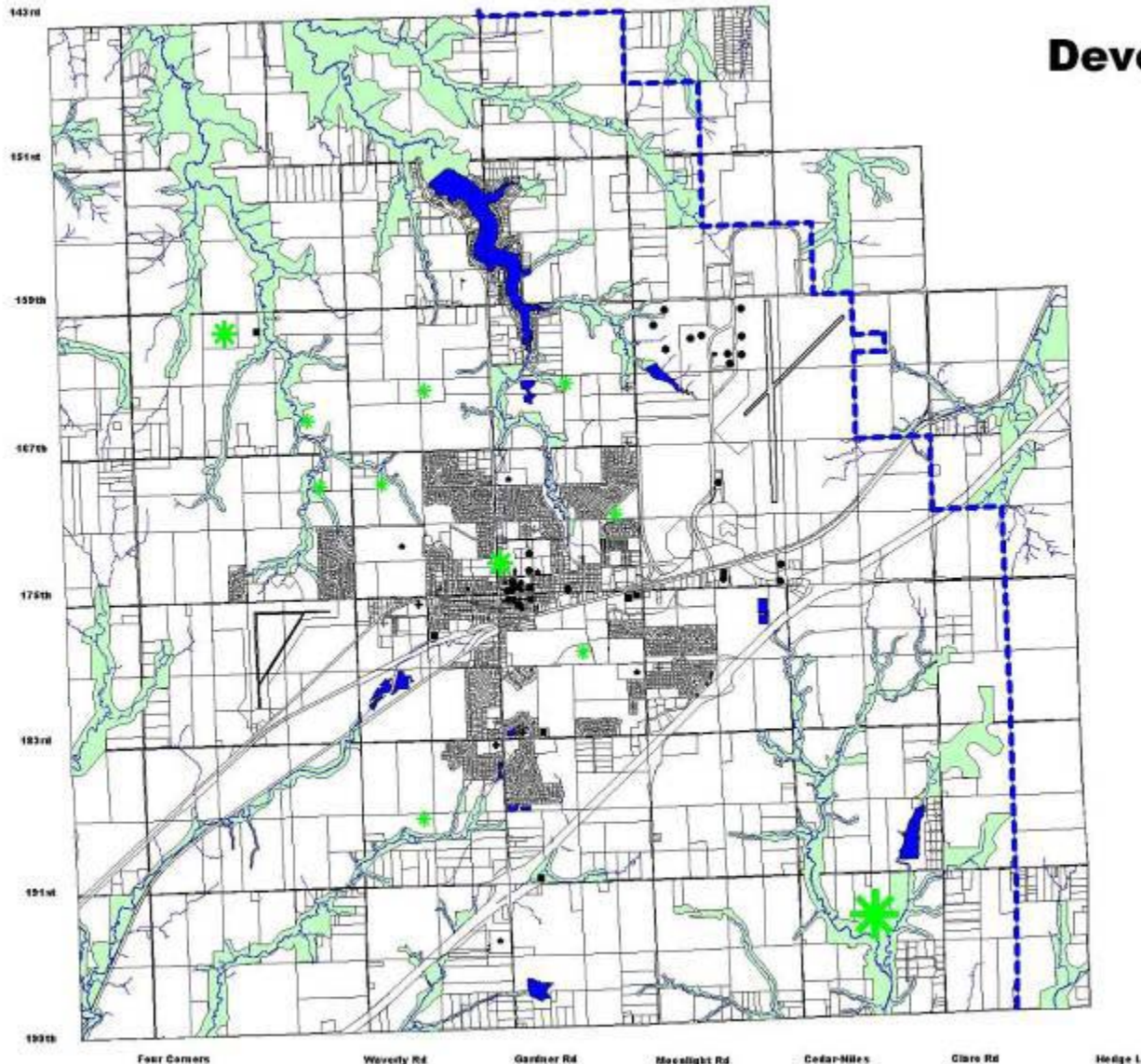
Beyond Planned Service Area



Riparian Corridor



Potential Parks / Public and Semi-Public Uses



Development Plan Map

Riparian Corridor
 Lake / Water

Public and Semi-Public Uses

- Government
- Schools
- Churches
- Clinics and Nursing Centers
- Utilities
- Museums
- Playgrounds
- Golf Course
- Cemetery

Potential Parks

- Neighborhood Park
- Community Park
- Regional Park

Olathe Annexation Boundary

Best Transition Policy idea is to use the majority of the properties are large agricultural fields developed with clustered residential development of 1 to 12 units in lots. These clusters are developed on the edge of the city and are appropriate for the area. Other services will not be provided during the planning period of this plan.

Open spaces and parks are needed for better drainage, view, and light. It serves a variety of functions important to people and the environment as a whole to:

- Providing water quality by filtering sediment from runoff before it enters rivers and streams;
- Providing a natural barrier from noise;
- Providing a storage area for flood waters;
- Providing food and habitat for fish and wildlife; and
- Providing open space and aesthetic surroundings.

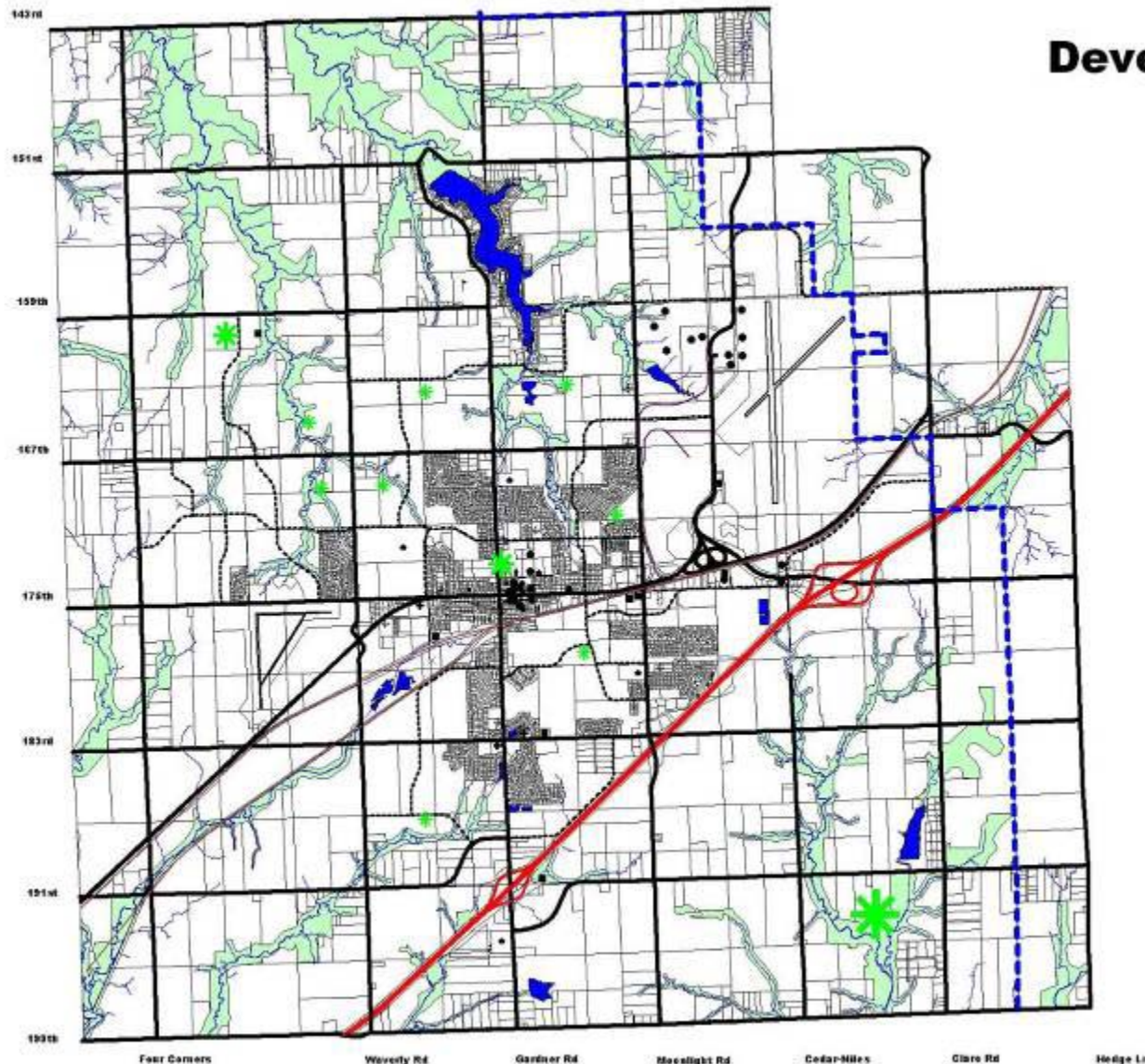
The Community Development Plan recognizes the protection and preservation of the floodplain and riparian area throughout the planning area. These resources also are a component to urban development.

GARDNER
KANSAS



Planning Commission Approved - March 30, 2003
 PC Resolution 92-01
 City Council Approved - April 7, 2003
 Ordinance 2000

Road Classification



Development Plan Map

Riparian Corridor
Lake / Water

Public and Semi-Public Uses

- Government
- Schools
- Churches
- Clinics and Nursing Centers
- Utilities
- Museums
- Playgrounds
- Golf Course
- Cemetery

Potential Parks

- Neighborhood Park
- Community Park
- Regional Park

Road Classification

- Collector
- Arterial
- Interstate
- BN & SF RR
- New Century RR

Glattie Annexation Boundary

Revised Transition Policy does not use the map to indicate properties are large or better suited for development with clustered residential development of 1 to 12 units or less. These clusters are developed on a case-by-case basis and are not shown on the map. Other future services will not be provided during the planning period of this plan.

Open space is a valuable resource and should be preserved, maintained, and enhanced. It serves a variety of functions important to people and the environment as a whole, including:

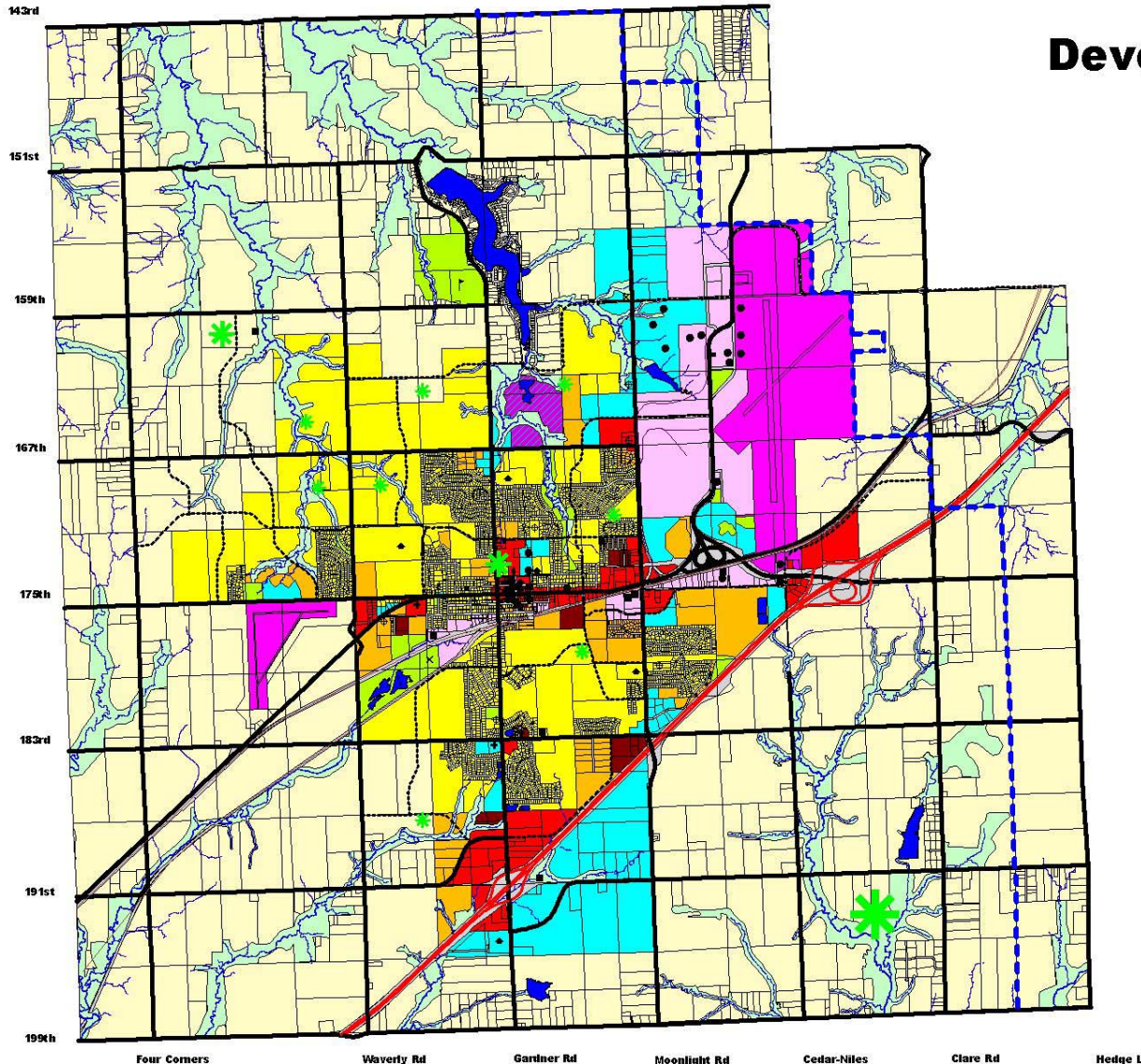
- Providing water quality by filtering sediment from runoff before it enters rivers and streams;
- Providing a natural barrier from noise;
- Providing a storage area for flood waters;
- Providing food and habitat for fish and wildlife; and
- Providing open space and aesthetic surroundings.

This Comprehensive Development Plan recognizes the protection and preservation of the floodplain and riparian areas throughout the planning area. These resources shall not be converted to urban development.



Planning Commission Approved - March 30, 2003
PC Resolution 92-01
City Council Approved - April 7, 2003
Ordinance 2000

Refined Land Uses - Development Plan Map



Development Plan Map

Development Plan Land Uses

- Rural Transition Policy Area
- Low Density Residential
- Medium Density
- High Density
- Recreation, Parks, and Open Space
- Quarry
- Airport
- Commercial
- Industrial
- Business Park / Office
- Right-of-Way

- Riparian Corridor
- Lake / Water

Public and Semi-Public Uses

- Government
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Olathe Annexation Boundary

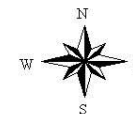
Rural Transition Policy Area is where the majority of the properties are large agricultural tracts. It is intended to encourage rural development and to protect the rural landscape. More intense development is not allowed within the Rural Transition Policy Area. Urban development will be provided during the planning period of the plan.

Riparian Corridor areas are lands that border streams, rivers, and lakes. Riparian areas are of major importance to people and the environment as well as:

- providing water quality by filtering sediment from runoff from fields and roads;
- providing stream banks from erosion;
- providing a storage area for flood water;
- providing food and habitat for wildlife, and;
- providing open space and aesthetic enjoyment.

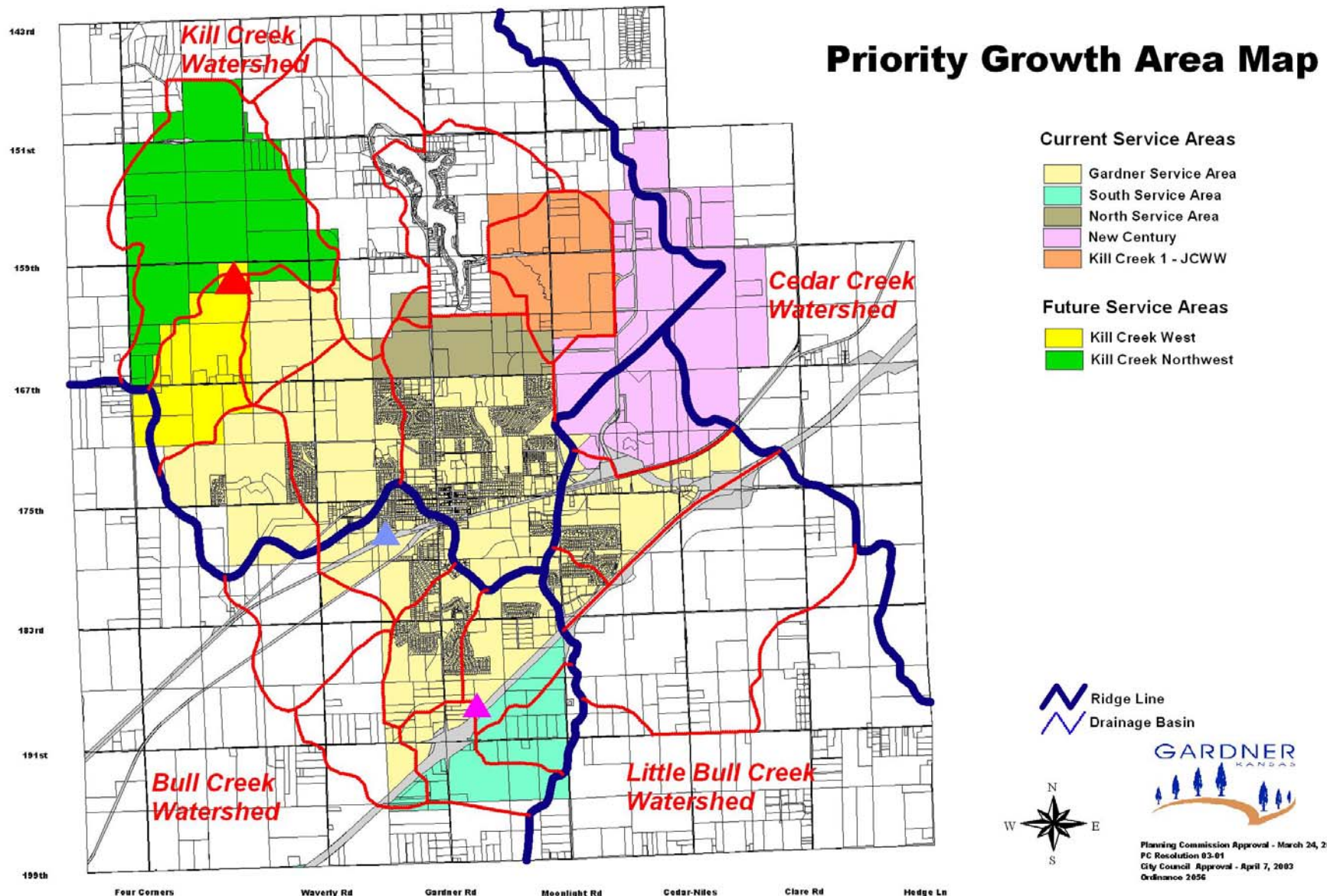
The Community Development Plan recommends the protection and preservation of the riparian and riparian way to support the planning area. These recommendations are a constraint to future development.

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Planning Commission Approval - March 24, 2003
PC Resolution 03-01
City Council Approval - April 7, 2003
Ordinance 2956

The extent of the anticipated growth for the Year 2025 "No-Build" Traffic Study Scenario

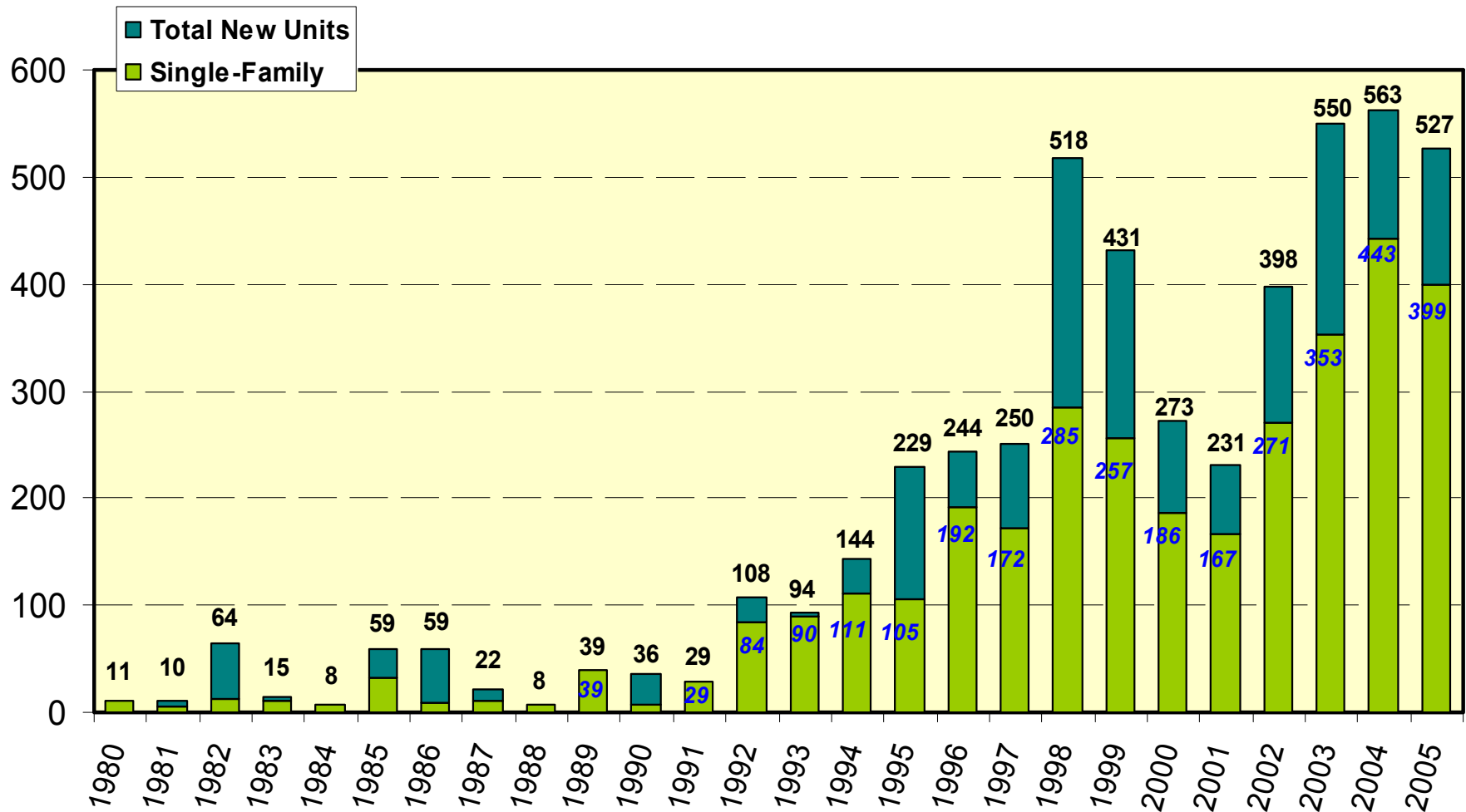


Construction Activity in Gardner



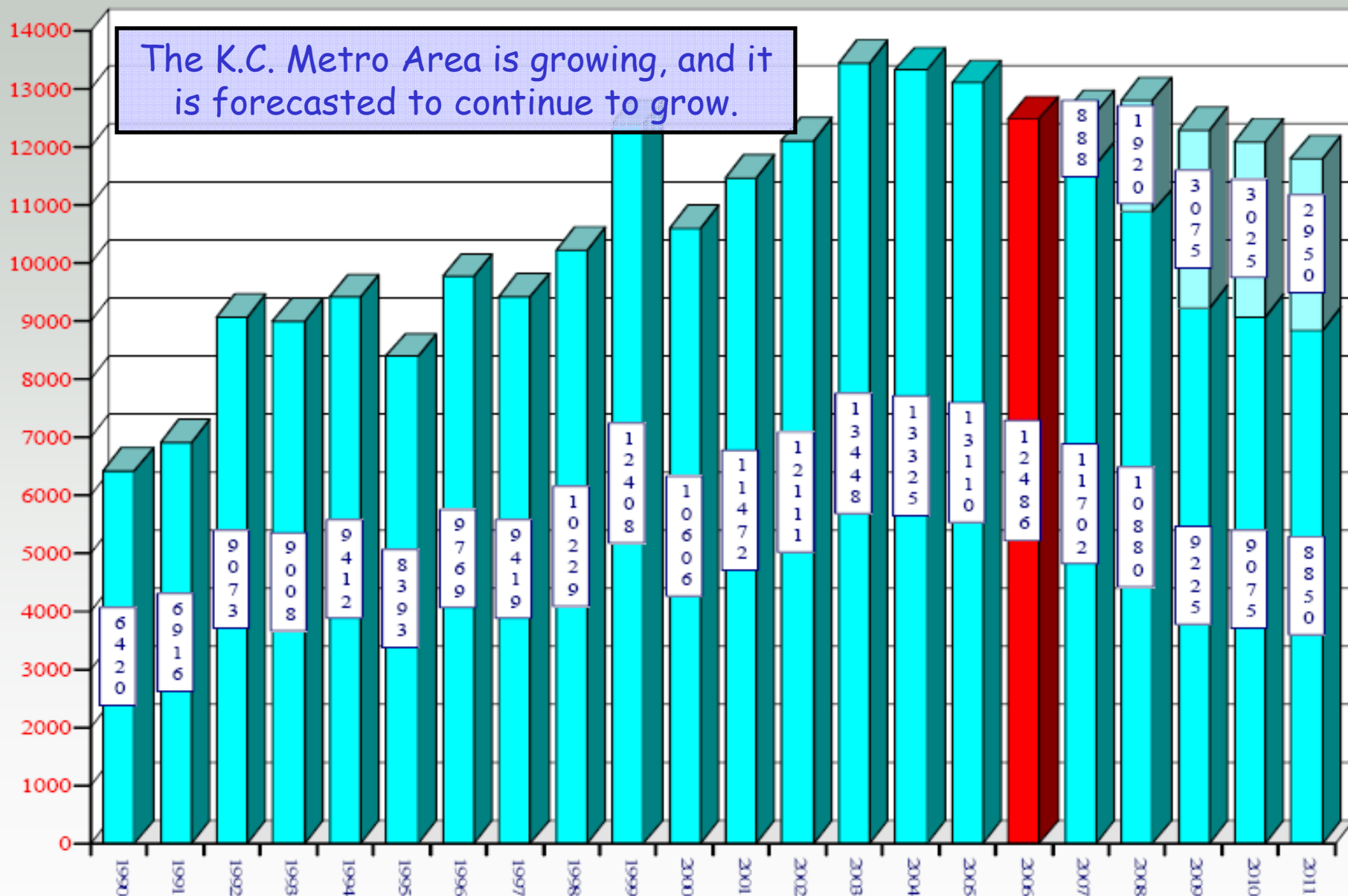
Residential construction began to take off in the mid 1990's

Gardner Residential Building Activity



Permit History & Forecast

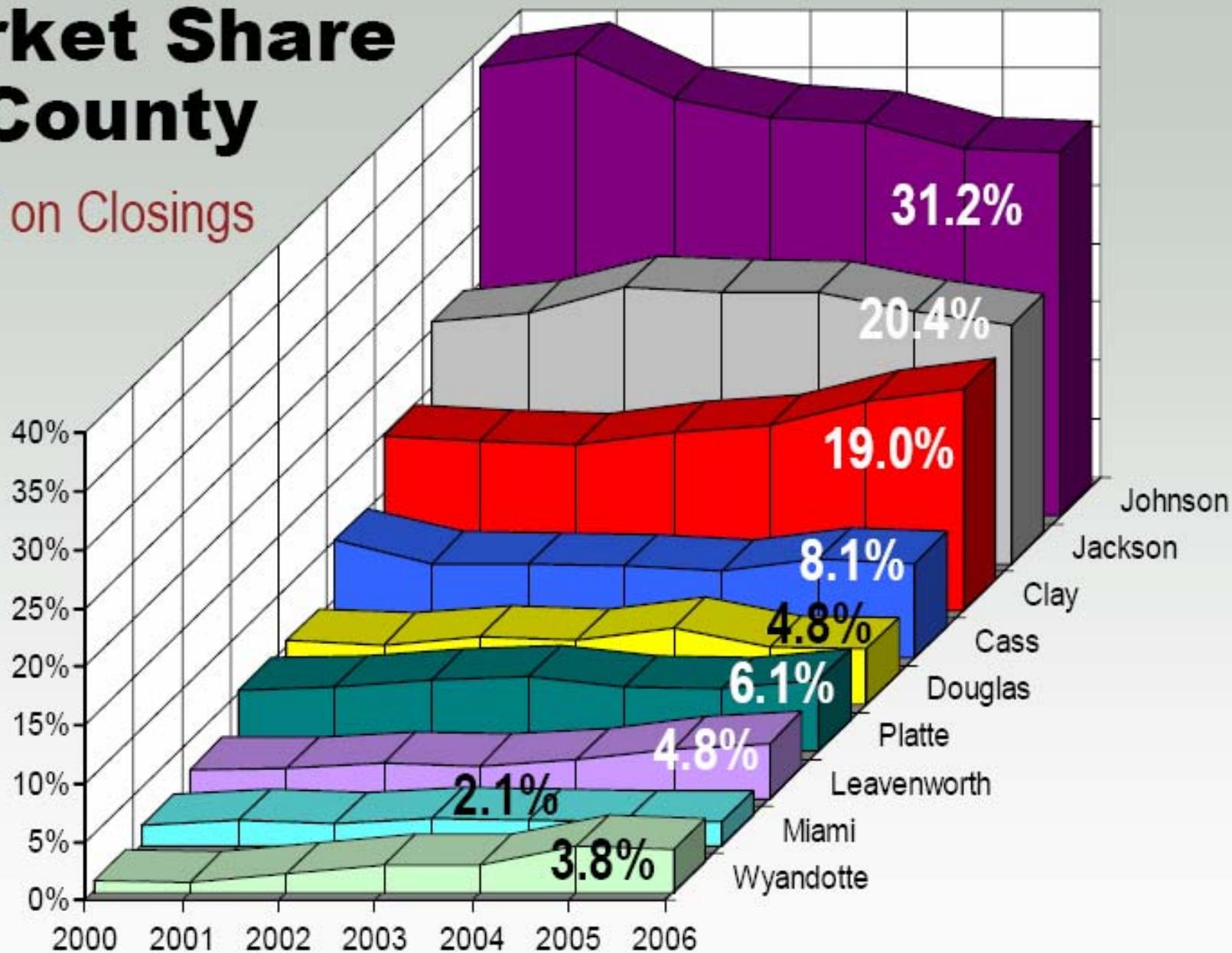
The K.C. Metro Area is growing, and it is forecasted to continue to grow.



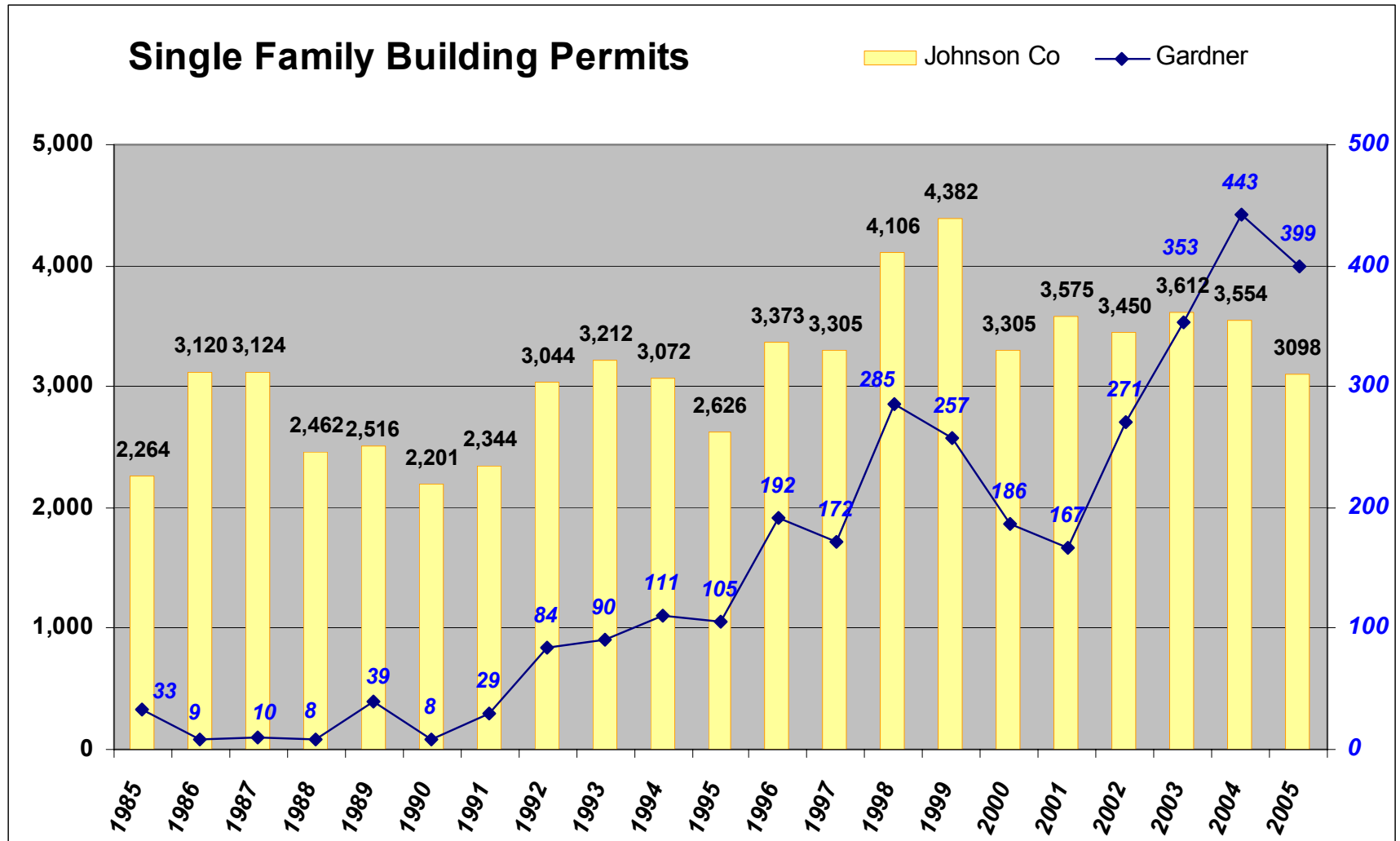
1990 thru 1993 were adjusted for counties with poor historical records.

Market Share by County

Based on Closings



Johnson County has experienced between 3,000 and 4,000 new home starts each year for the past decade or more. Gardner's percentage of new single-family permits in JO Co is above 10%. Gardner will continue to grow in the future and its share of JO Co construction activity will likely increase.



More than a dozen active subdivisions in Gardner





Single Family Homes Under Construction





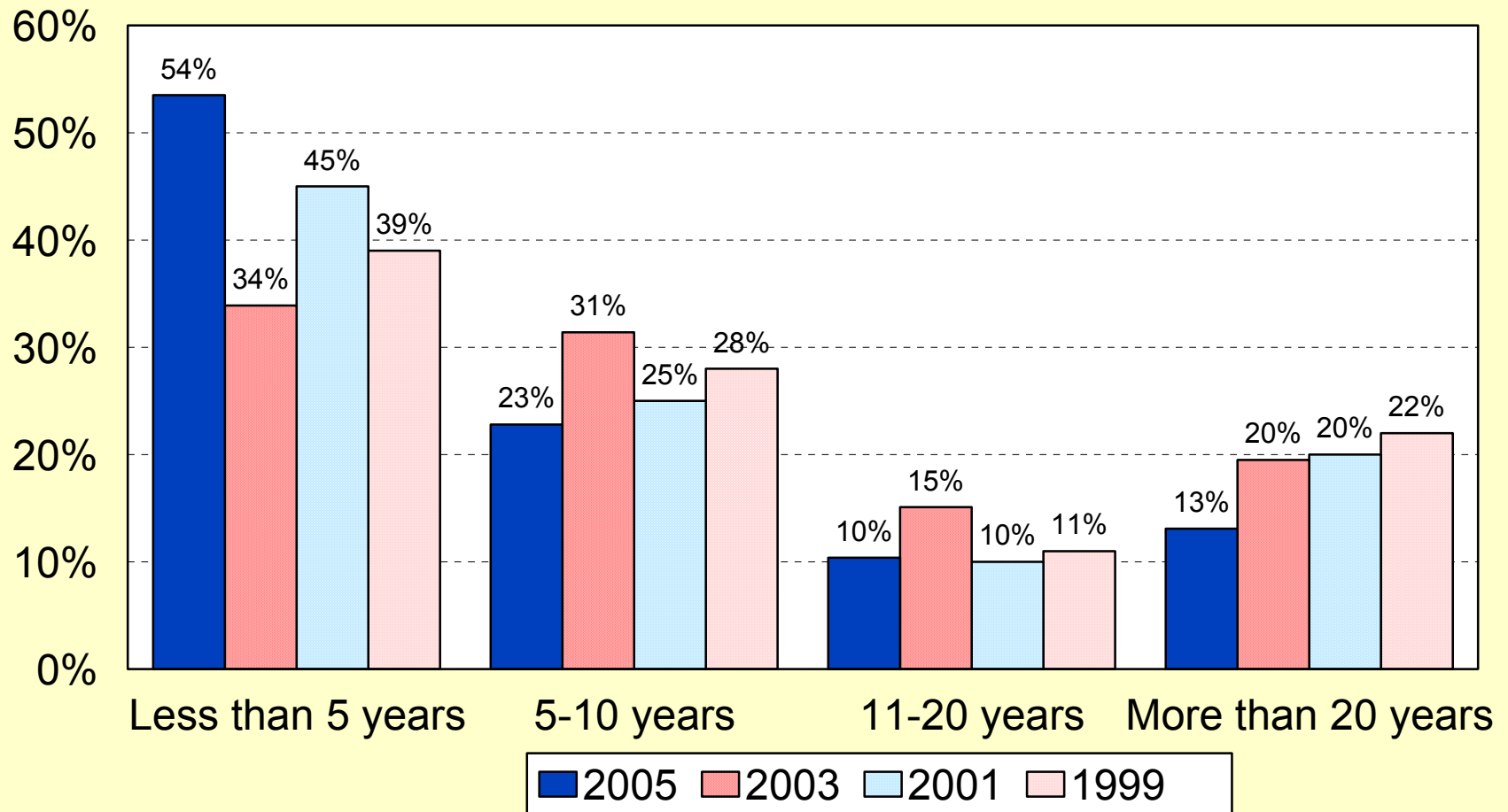
New Home Sales
Are Strong

New Residents Are
Moving to Gardner
Everyday



Demographics: Years Lived in Gardner

by percentage of respondents



Results from the city-wide citizen survey - taken every two years

How big are we now?

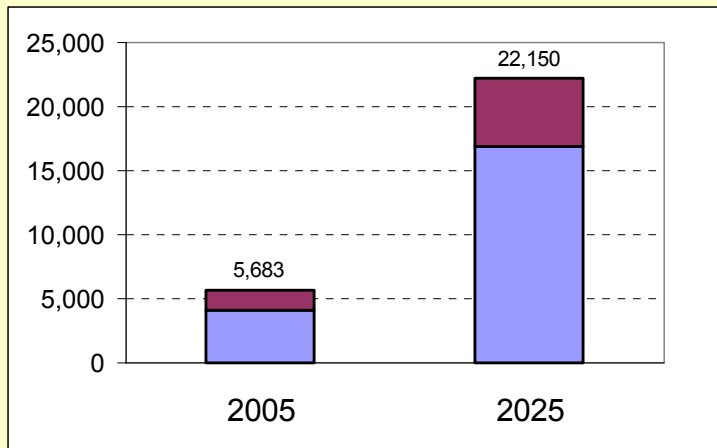
<u>Year</u>	<u>Population</u>
1990	3,191
1991	4,350
1992	4,430
1993	4,718
1994	4,976
1995	5,359
1996	5,930
1997	6,580
1998	7,232
1999	8,538
2000	9,396
2001	10,122
2002	10,742
2003	11,800
2004	13,247
2005	14,776
2006	16,199

Gardner Area Growth

~5,600 Total Housing Units - 2005

Year 2025 Service Area - Build Out

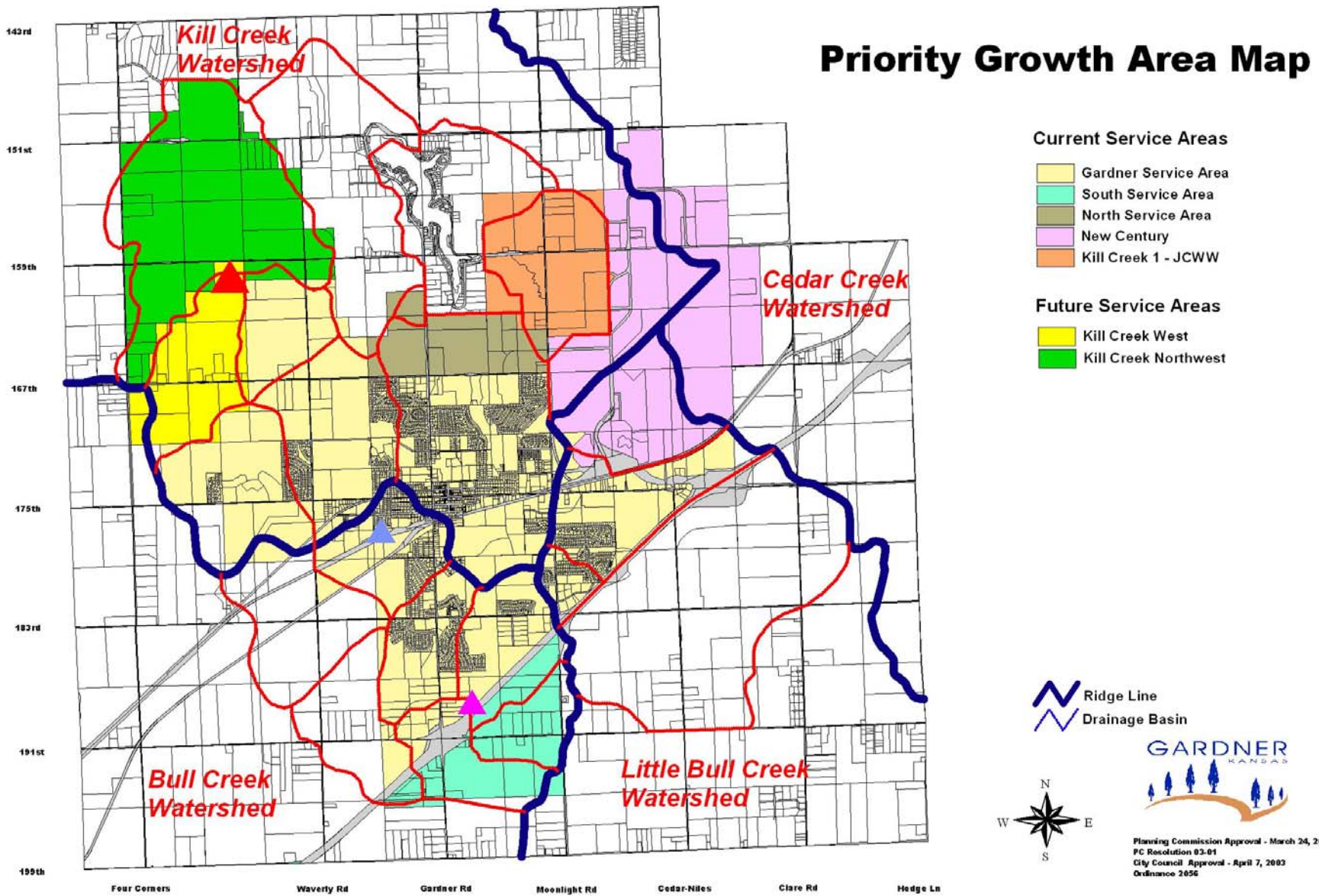
Additional ~ 16,500 New Housing Units
800 new housing units/year = 20 years



2010 Population ~ 25,000

2025 Population ~ 58,000

Anticipated growth area for Year 2025 "No-Build" Traffic Study scenario



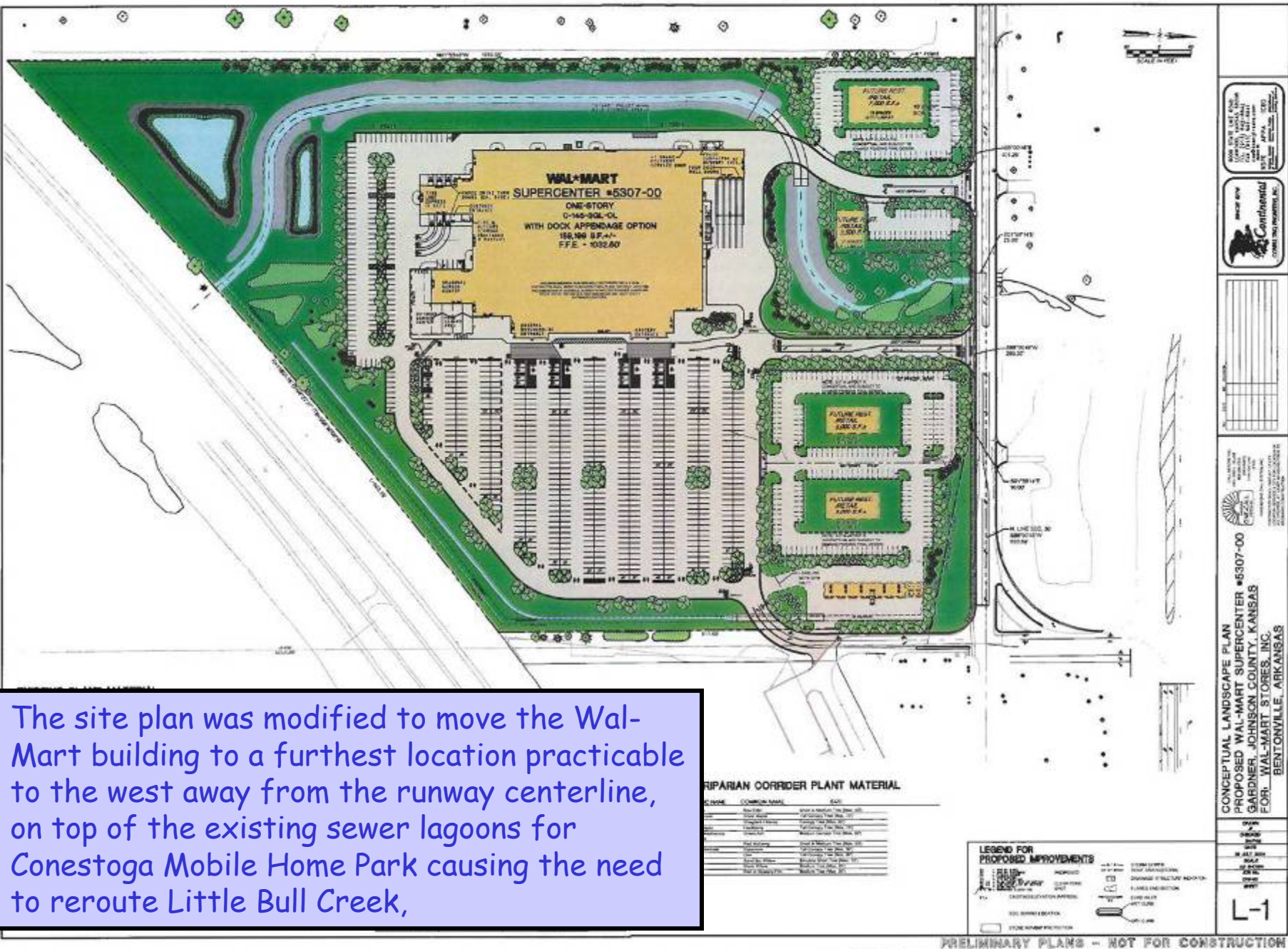
Non Residential Development
Existing Building sq. ft.
2004

	Gardner	New Century	Johnson Co
Retail	306,375		32,240,620
Office	82,997	410,030	31,778,399
Industrial	569,721	2,830,517	52,558,022

Site for Wal-Mart -
before construction



JUN 27 2003



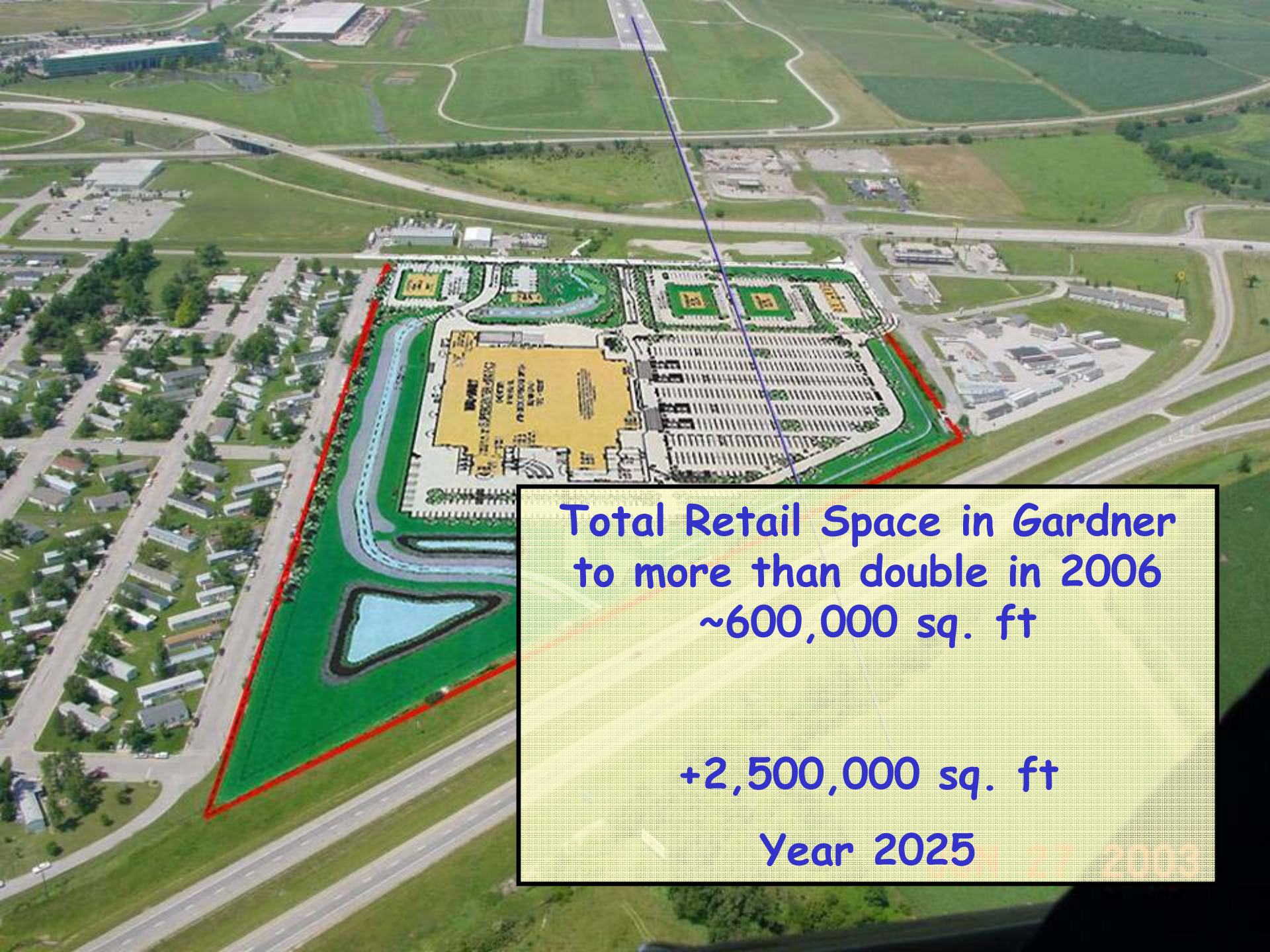
The site plan was modified to move the Wal-Mart building to a furthest location practicable to the west away from the runway centerline, on top of the existing sewer lagoons for Conestoga Mobile Home Park causing the need to reroute Little Bull Creek,



FRONT SIGNAGE	QUANTITY	COLOR	AREA
WALMART	1	WHITE	280.10 SF
SUPERCENTER	1	WHITE	97.98 SF
Alcohol (140.54 sf each)	2	RED	281.08 SF
Food Center	1	WHITE	95.42 SF
Low Price	1	WHITE	44.30 SF
Produce	1	RED	11.88 SF
Meat	1	RED	8.84 SF
Deli	1	RED	5.30 SF
Bakery	1	RED	10.26 SF
Optical	1	RED	10.29 SF
Pharmacy	1	RED	14.68 SF
1-Hour Photo	1	RED	18.50 SF
We Sell For Less	1	WHITE	98.23 SF
Tire & Lube Express	1	RED	83.48 SF
TOTAL FRONT SIGNAGE			1100.36 SF
SIDE ELEVATION SIGNAGE	QUANTITY	COLOR	AREA
WALMART	1	RED	186.10 SF
TOTAL SIDE ELEVATION SIGNAGE			186.10 SF
AUTO CENTER SIGNAGE	QUANTITY	COLOR	AREA
WALMART TIRE & LUBE EXPRESS	1	RED	77.21 SF
Three (3.26 sf each)	4	WHITE	13.04 SF
TOTAL AUTO CENTER SIGNAGE			90.25 SF
TOTAL BUILDING SIGNAGE			1379.81 SF

Wal-Mart | Gardner, Kansas
July 23, 2004

WAL-MART



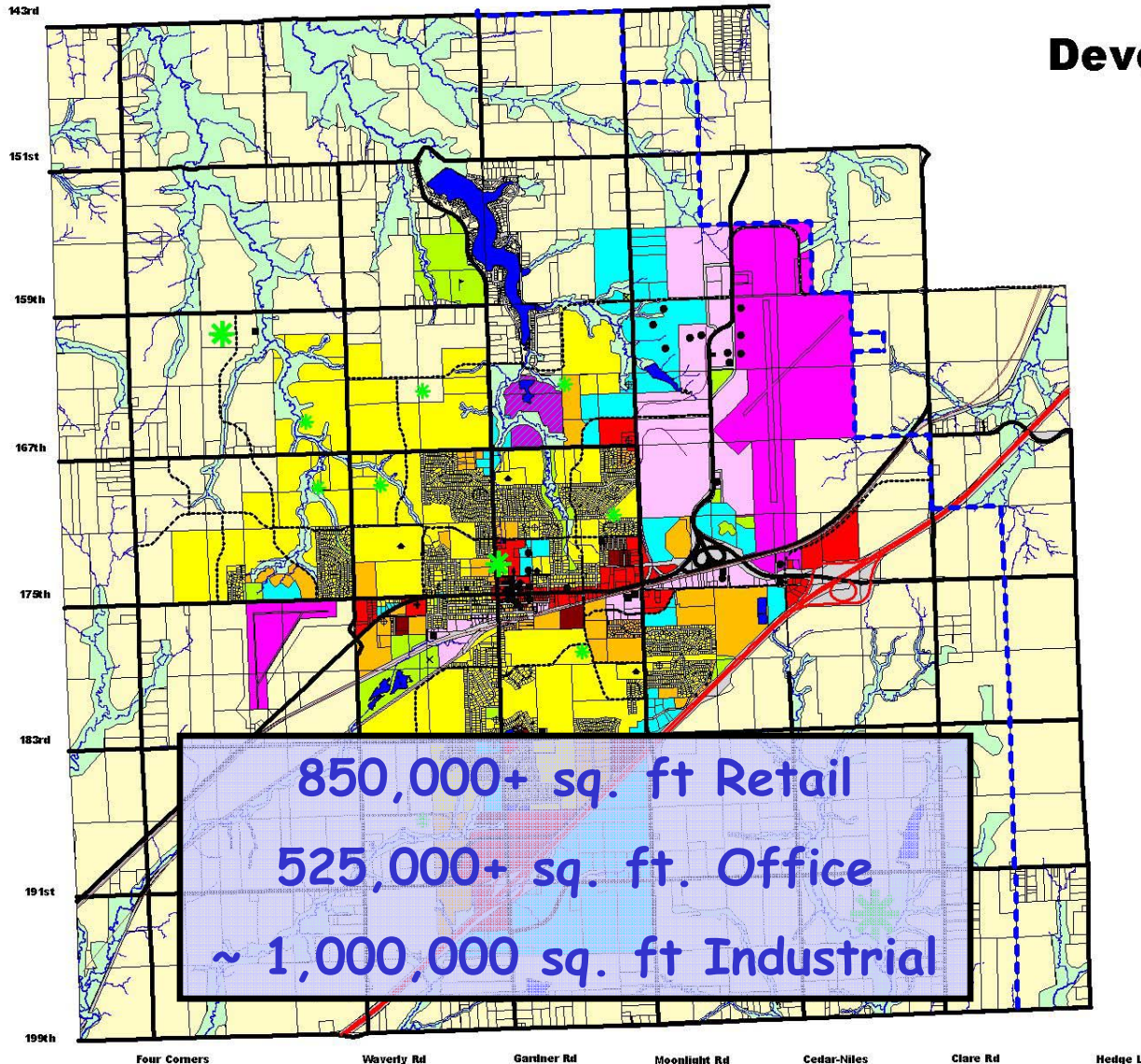
Total Retail Space in Gardner
to more than double in 2006
~600,000 sq. ft

+2,500,000 sq. ft

Year 2025

2001 27 2003

A significant amount of new development is already planned along Gardner Road at I-35.



Development Plan Map

Development Plan Land Uses

- Rural Transition Policy Area
- Low Density Residential
- Medium Density
- High Density
- Recreation, Parks, and Open Space
- Quarry
- Airport
- Commercial
- Industrial
- Business Park / Office
- Right-of-Way

- Riparian Corridor
- Lake / Water

Public and Semi-Public Uses

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- Neighborhood Park
- Community Park
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Road Classification

- Collector
- Arterial
- Interstate
- BN & SF RR
- New Century RR

Olathe Annexation Boundary

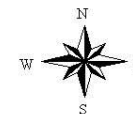
Real Transition Policy Area is where the majority of the properties are large agricultural tracts. It is expected that the majority of the properties will be developed to 10 acres or more. More intense development is allowed in areas with appropriate site size. Urban development will be provided during the planning period of the plan.

Riparian Corridor areas are lands that border streams, rivers, and lakes. It is expected that the majority of the properties will be developed to 10 acres or more. More intense development is allowed in areas with appropriate site size. Urban development will be provided during the planning period of the plan.

- Preserving water quality by the riparian wetland from insecticides, herbicides and streams;
- Protecting stream banks from erosion;
- Providing a storage area for floodwater;
- Providing food and habitat for wildlife and;
- Preserving open space and aesthetic view.

The Community Development Plan recommends the protection and preservation of the riparian and wetland areas. It is expected that the majority of the properties will be developed to 10 acres or more. More intense development is allowed in areas with appropriate site size. Urban development will be provided during the planning period of the plan.

GARDNER
KANSAS



Planning Commission Approval - March 24, 2003
 PC Resolution 03-01
 City Council Approval - April 7, 2003
 Ordinance 2056

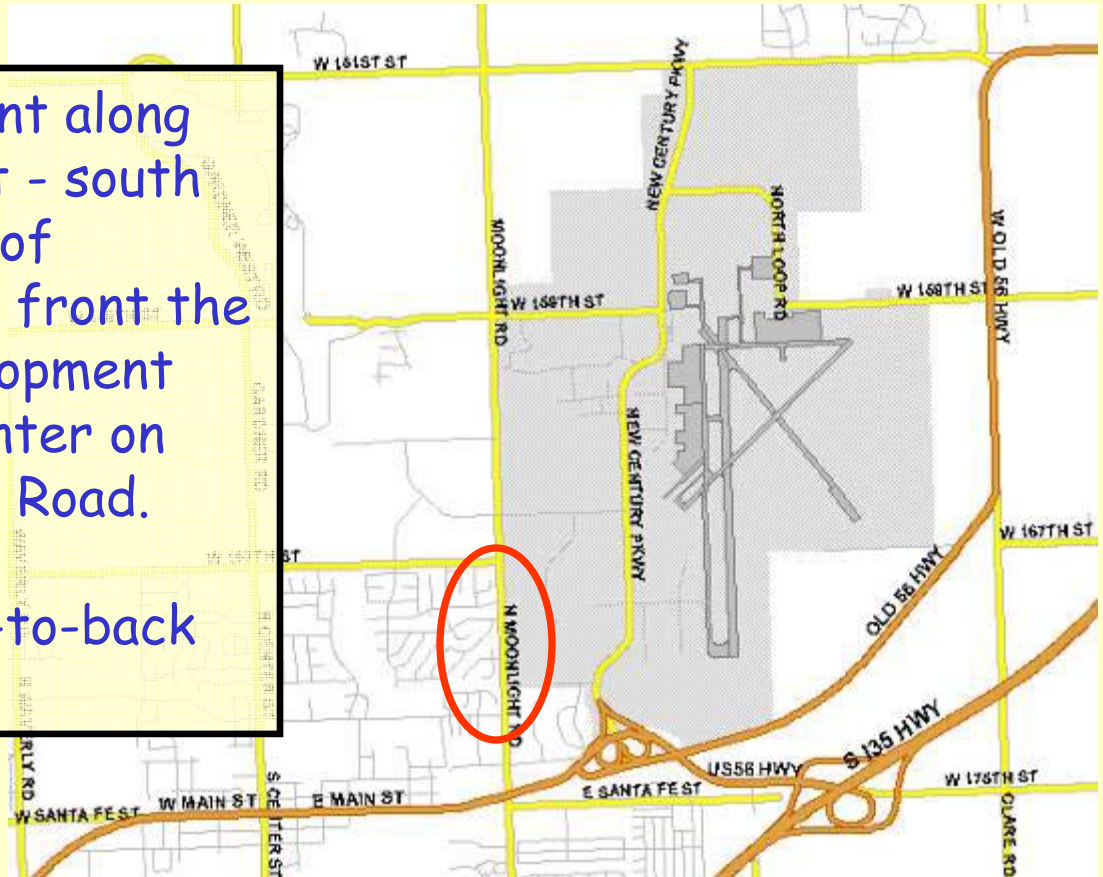
Back-to-Back Land Use Policy

- Put conflicting land uses back-to-back - not across the street from one another

Industrial Development Standards

The residential development along the west side of Moonlight - south of 167th Street and north of Madison Street - does not front the street, nor does the development within New Century AirCenter on the east side of Moonlight Road.

This is not a desired back-to-back land use relationship.

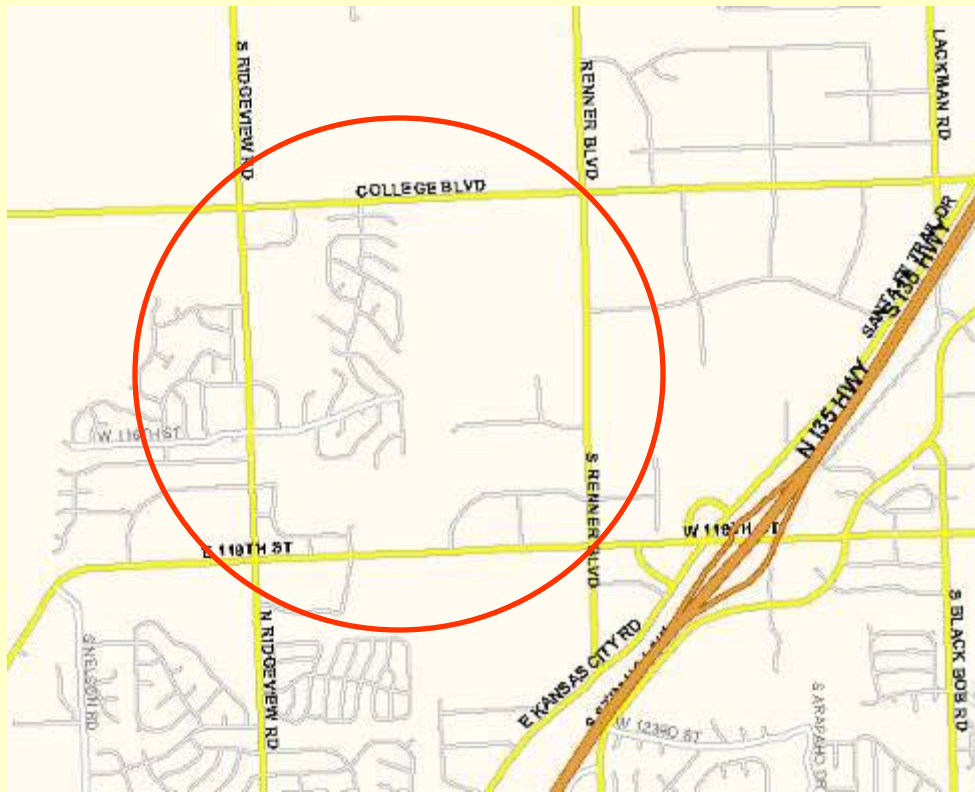




This creates a difficult and unpleasant transition between different types of land uses.

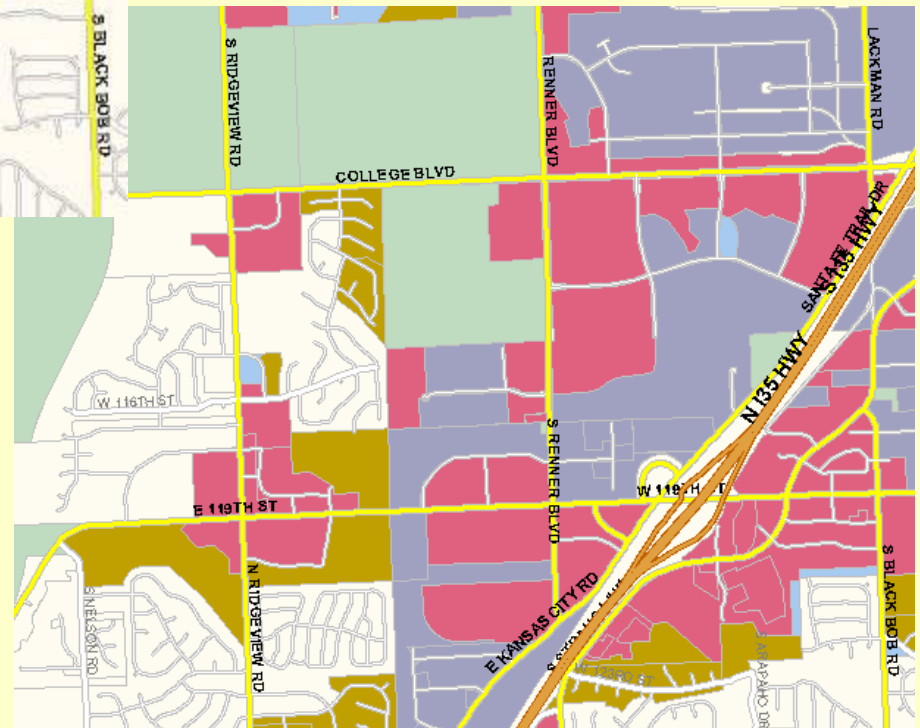
Metal industrial buildings are permitted in New Century AirCenter by the county's development standards.





A better example of back-to-back land use exists in Olathe and Lenexa, between Renner Blvd and Ridgeview Rd, north of 119th Street, south of College Blvd.

Both sides of Renner Blvd are developing with industrial uses with high development standards, while both sides of Ridgeview are mostly residential.

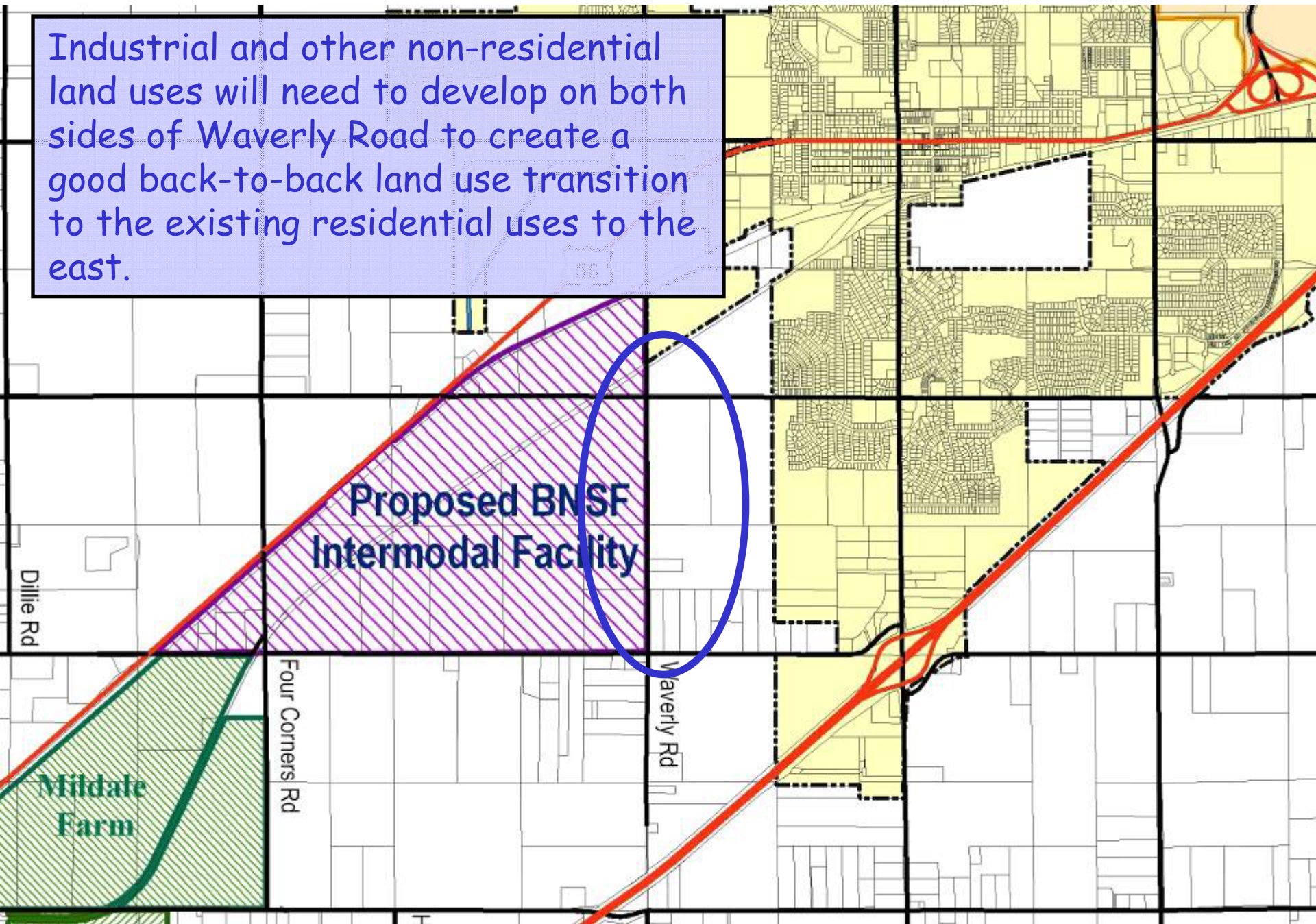




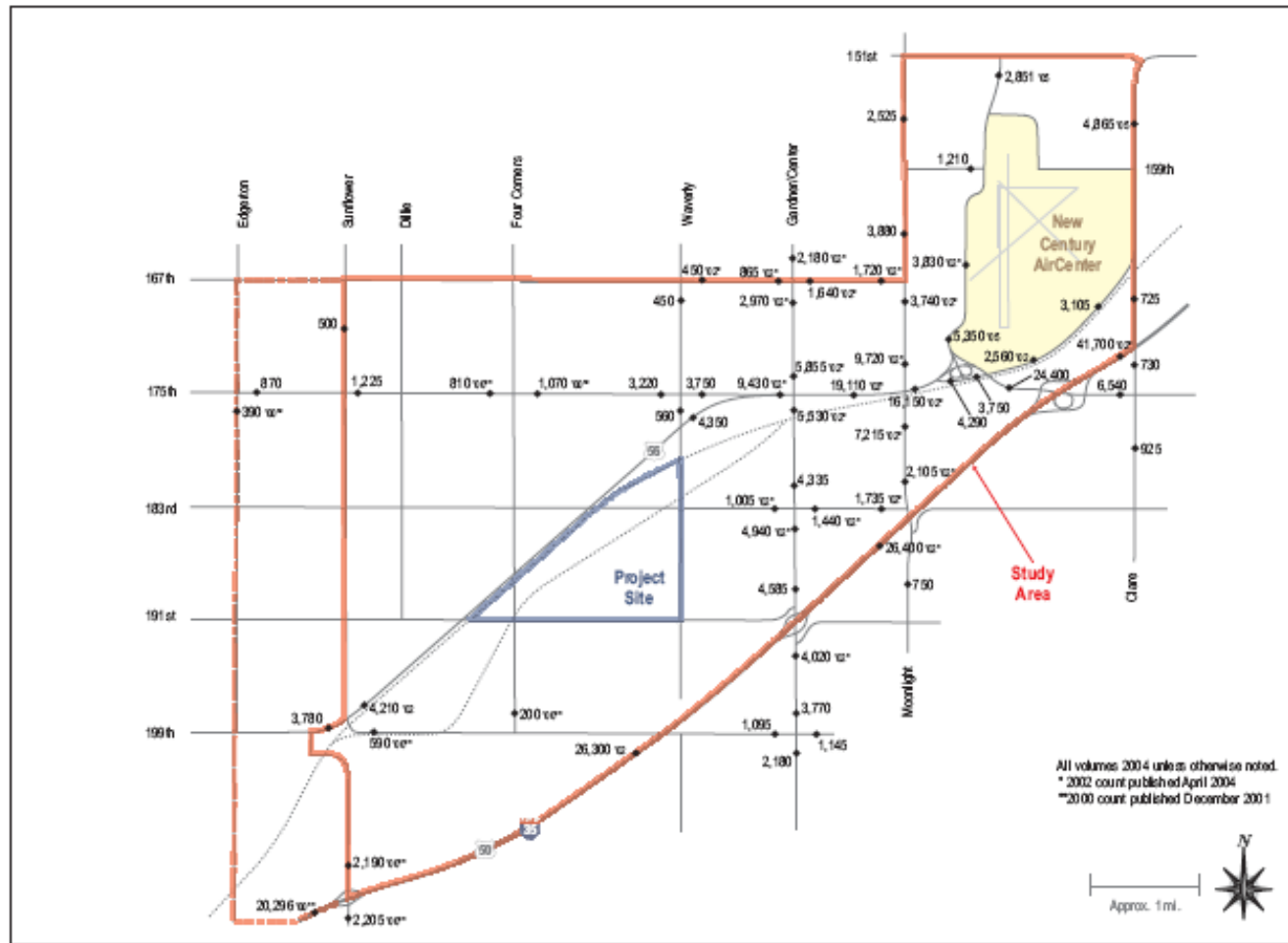
High quality concrete tilt-up constructed warehouses back up to the residential neighborhood to the west.



Industrial and other non-residential land uses will need to develop on both sides of Waverly Road to create a good back-to-back land use transition to the existing residential uses to the east.

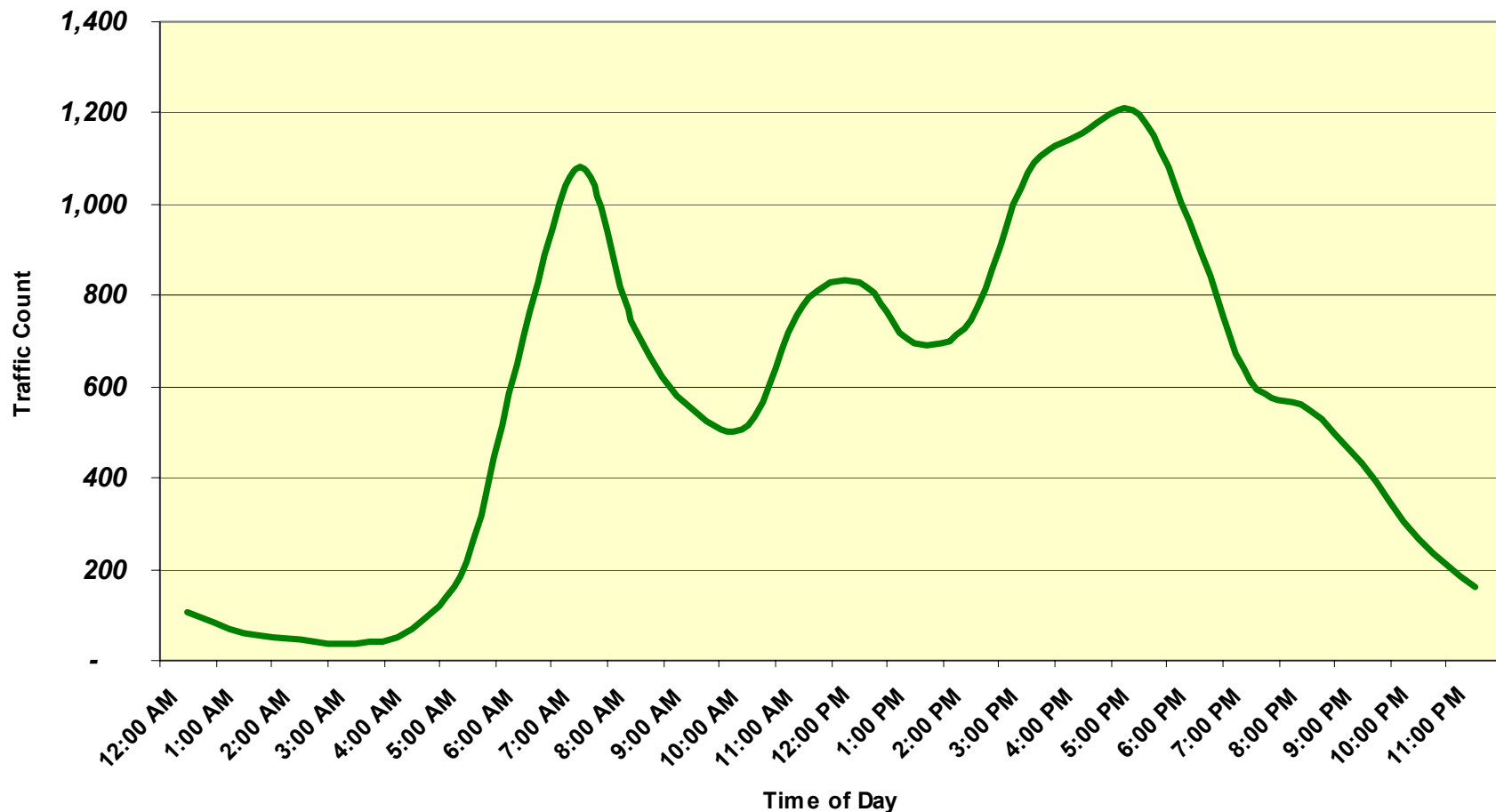


Traffic Study 101

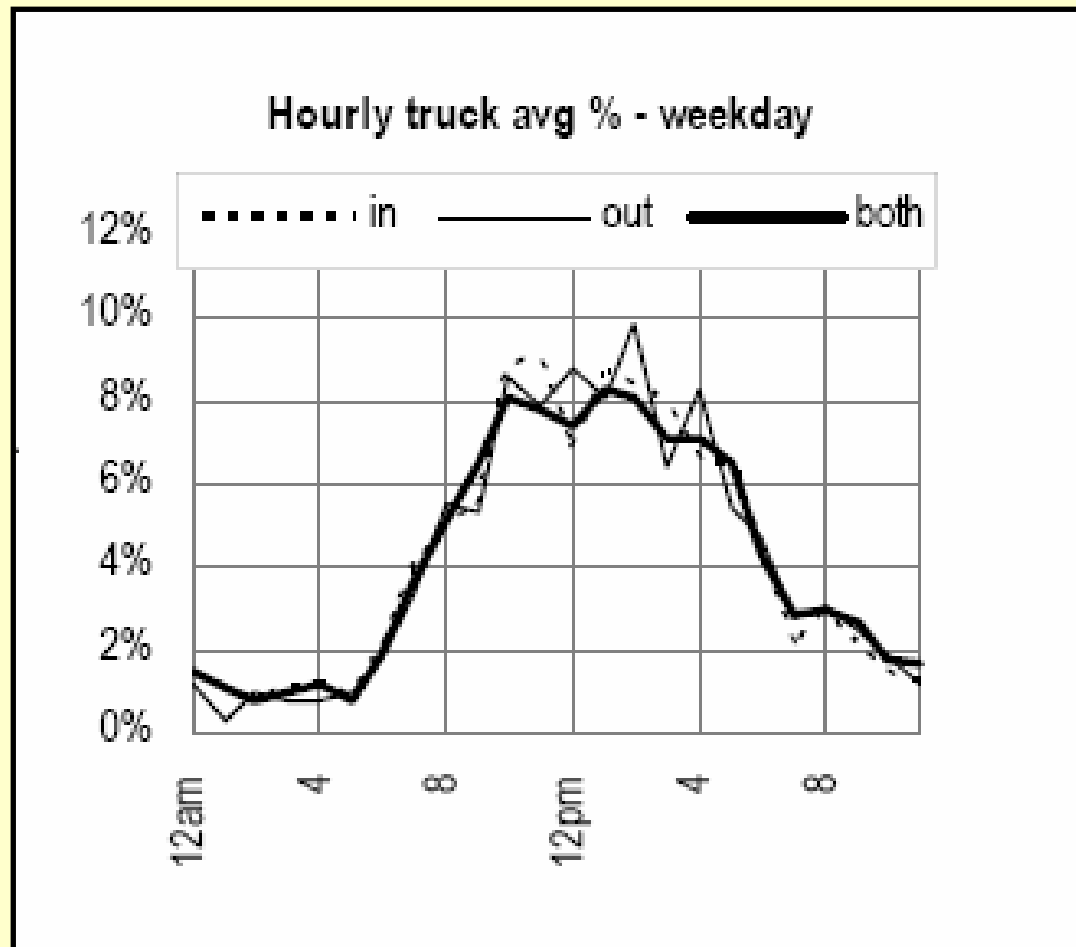


Traffic counts taken on Main Street at Moonlight Road show a fairly typical distribution of traffic volumes throughout the day - with most traffic in the P.M. "peak" period around 6:00 p.m.

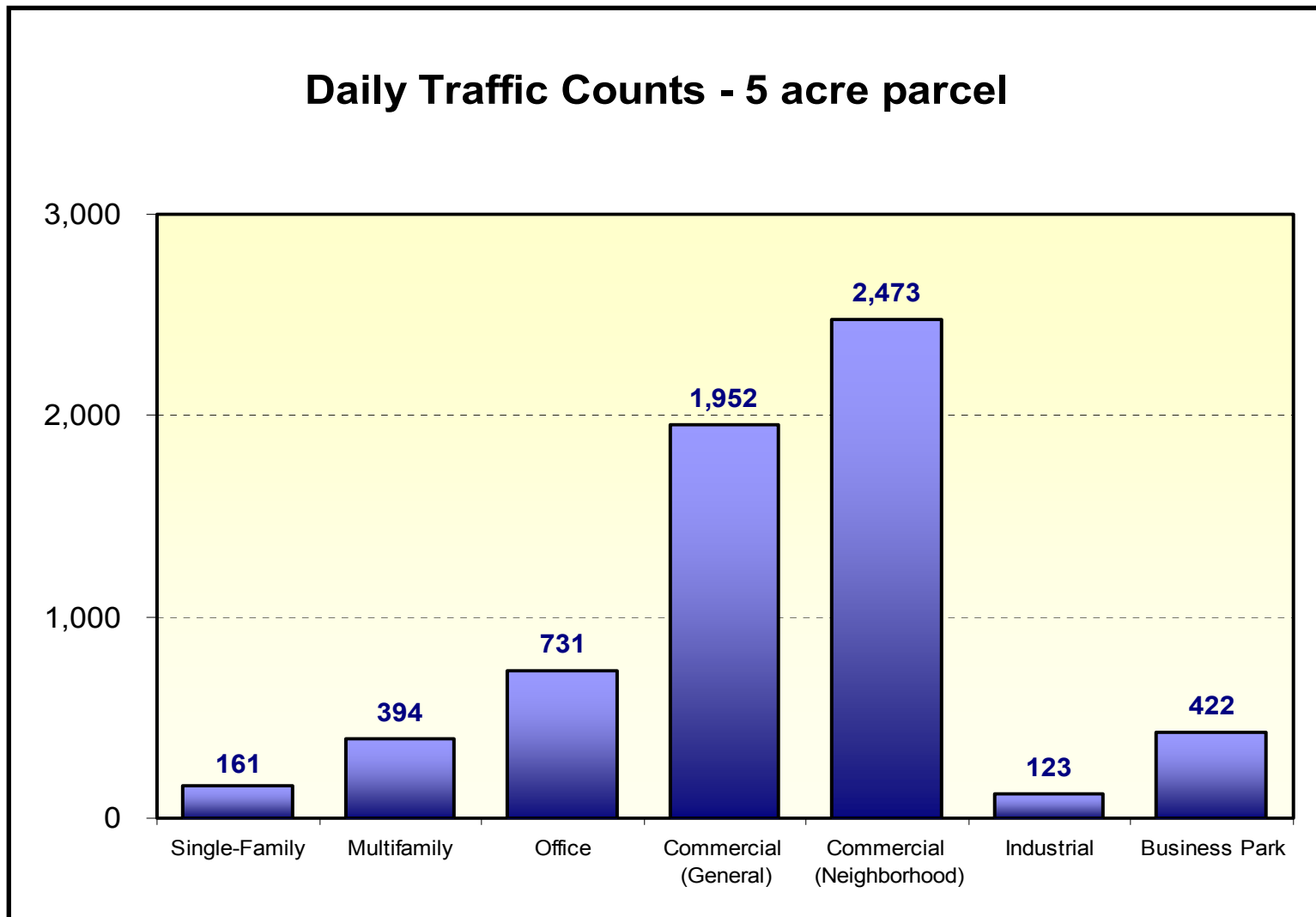
U.S. 56 Hwy Traffic at Moonlight Rd, May 1998



Information provided in the traffic study showing traffic counts taken at the Argentine Intermodal site in Kansas City KS, that most of the anticipated truck trips will not occur during the p.m. peak hour.
(page B-1 or page 40 of 47)



As land develops, the land use mostly determines the amount of traffic that will be produced or generated to and from a site. The amount of planned commercial development on Gardner Road near I-35 greatly influences the amount of traffic that is anticipated in the future in this area.



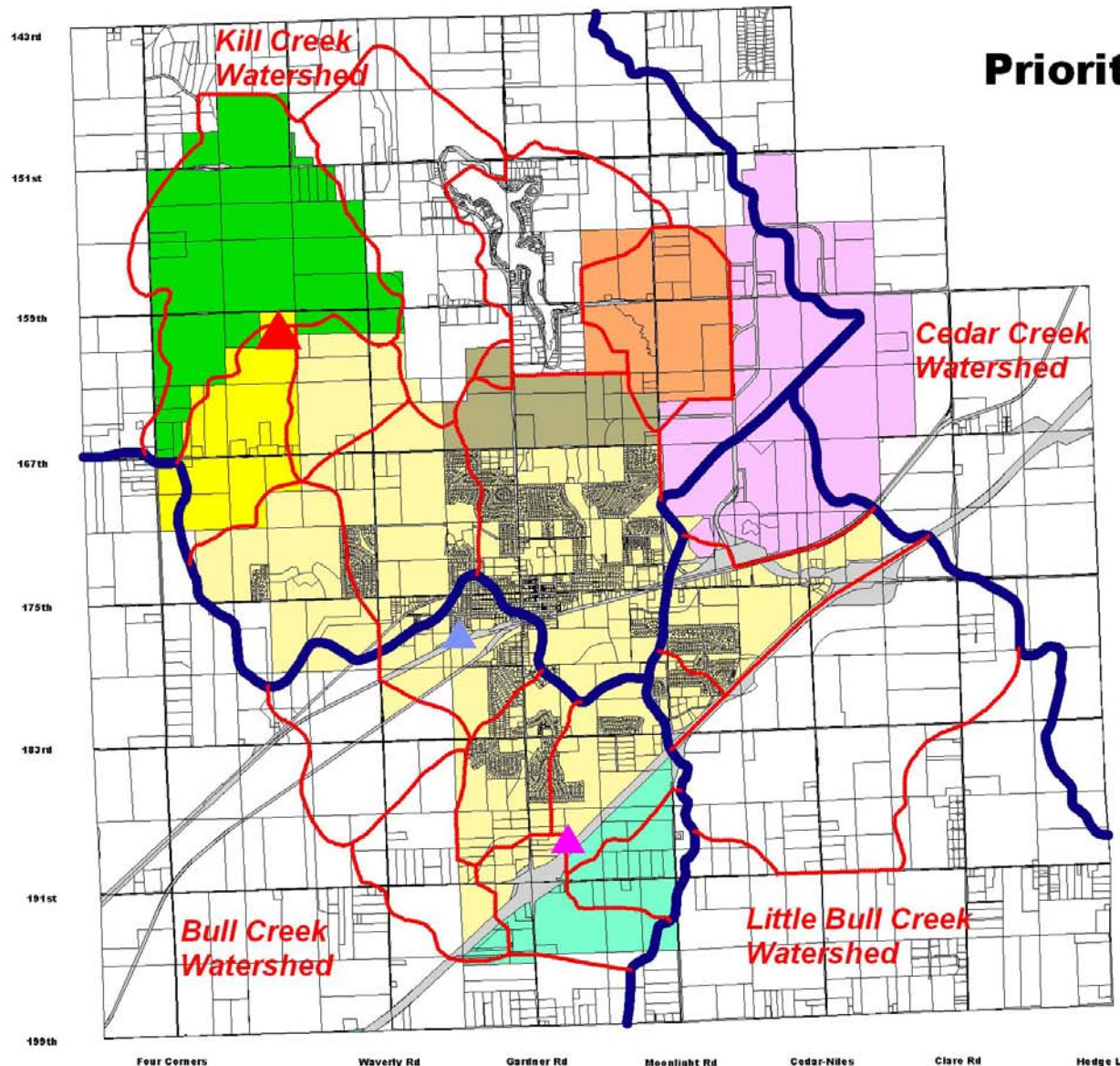
Specific information is provided in the traffic study on the amount of traffic that is anticipated to be generated to and from the proposed intermodal logistics park development.

**Table 5-1: Trip Generation Assumptions,
Intermodal Facility and Associated
Warehouse/Distribution Development**

	Size	Daily Trips	P.M. Peak- hour Trips
Opening Year (2009)			
Intermodal Trucks	483,000 annual lifts	1,822	128
Intermodal Employees	143 employees	286	0
On-site Warehouse	850,000 square feet	3,828	409
Off-site Warehouse	-	-	-
Total on-site trip generation		5,936	537
Total off-site trip generation		0	0
Total trip generation		5,936	537
Year 2025			
Intermodal Trucks	1.061 million annual lifts	4,003	280
Intermodal Employees	288 employees	576	0
On-site Warehouse	4.65 million square feet	21,312	2,273
Off-site Warehouse	7.60 million square feet	33,918	3,612
Total on-site trip generation		25,891	2,552
Total off-site trip generation		33,918	3,612
Total trip generation		59,809	6,164

Appendix A contains more detailed trip generation assumptions and information.

Anticipated Growth Area Year 2025 "No-Build" Traffic Study Scenario



Priority Growth Area Map

Current Service Areas

- Gardner Service Area
- South Service Area
- North Service Area
- New Century
- Kill Creek 1 - JCWW

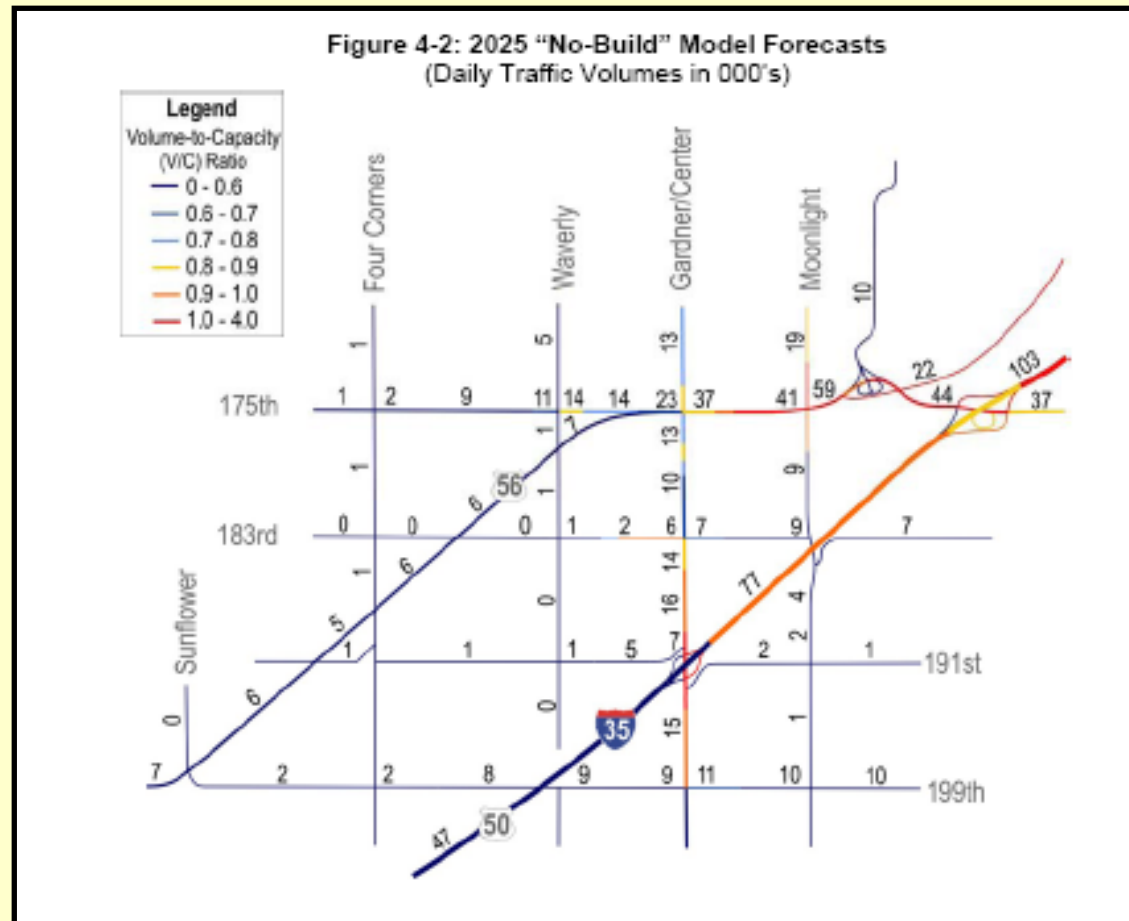
Future Service Areas

- Kill Creek West
- Kill Creek Northwest



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City Council Approval - April 7, 2003
Ordinance 2056

Based on projected growth in Gardner WITHOUT the proposed intermodal logistics park development, many of the roads in Gardner will be over capacity and will need to be improved. Over 40,000 vehicles per day is anticipated on Main Street west of Moonlight Road - which is equivalent to existing traffic volumes on 23rd Street in Lawrence, KS.

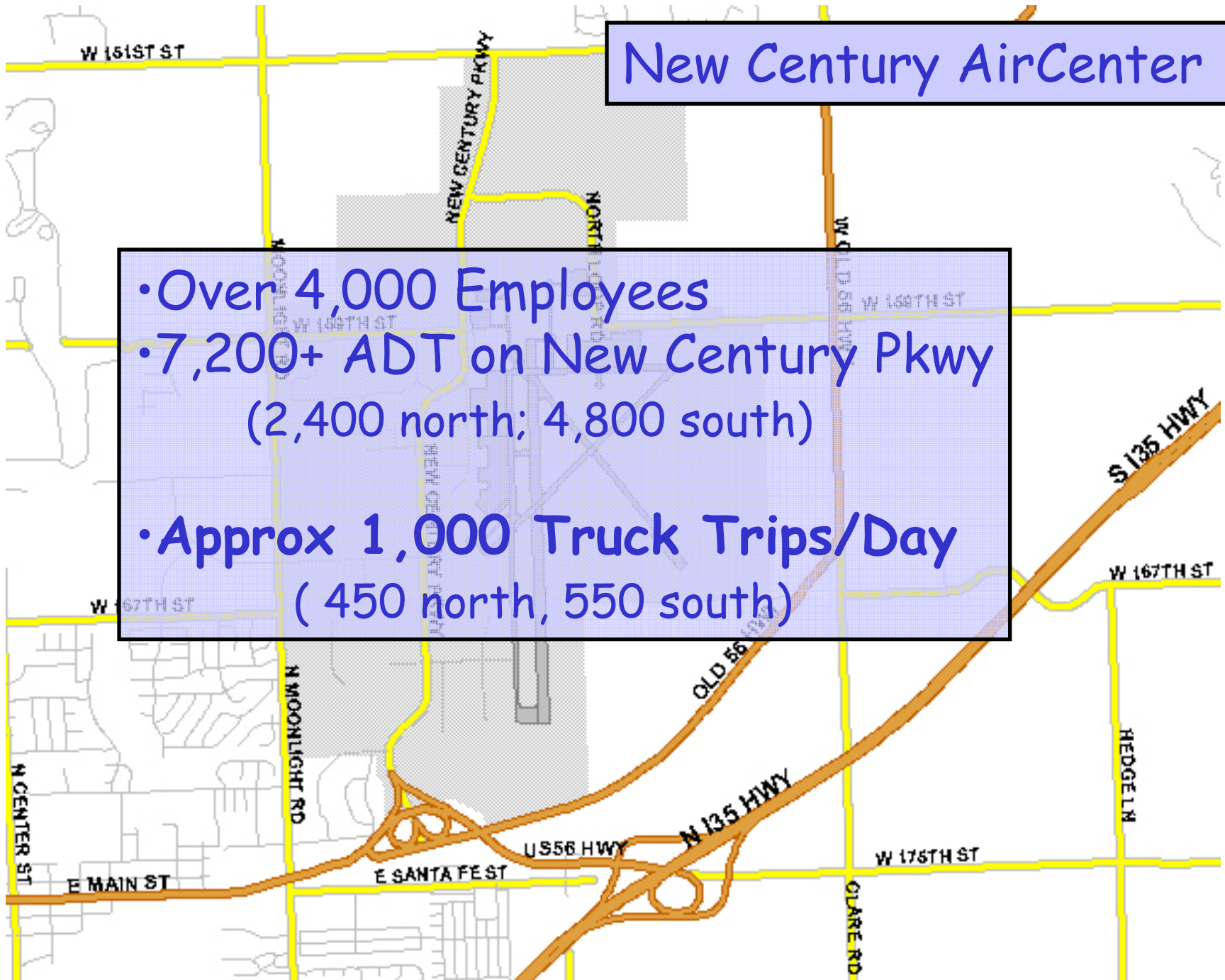


Truck Traffic Counts



New Century AirCenter

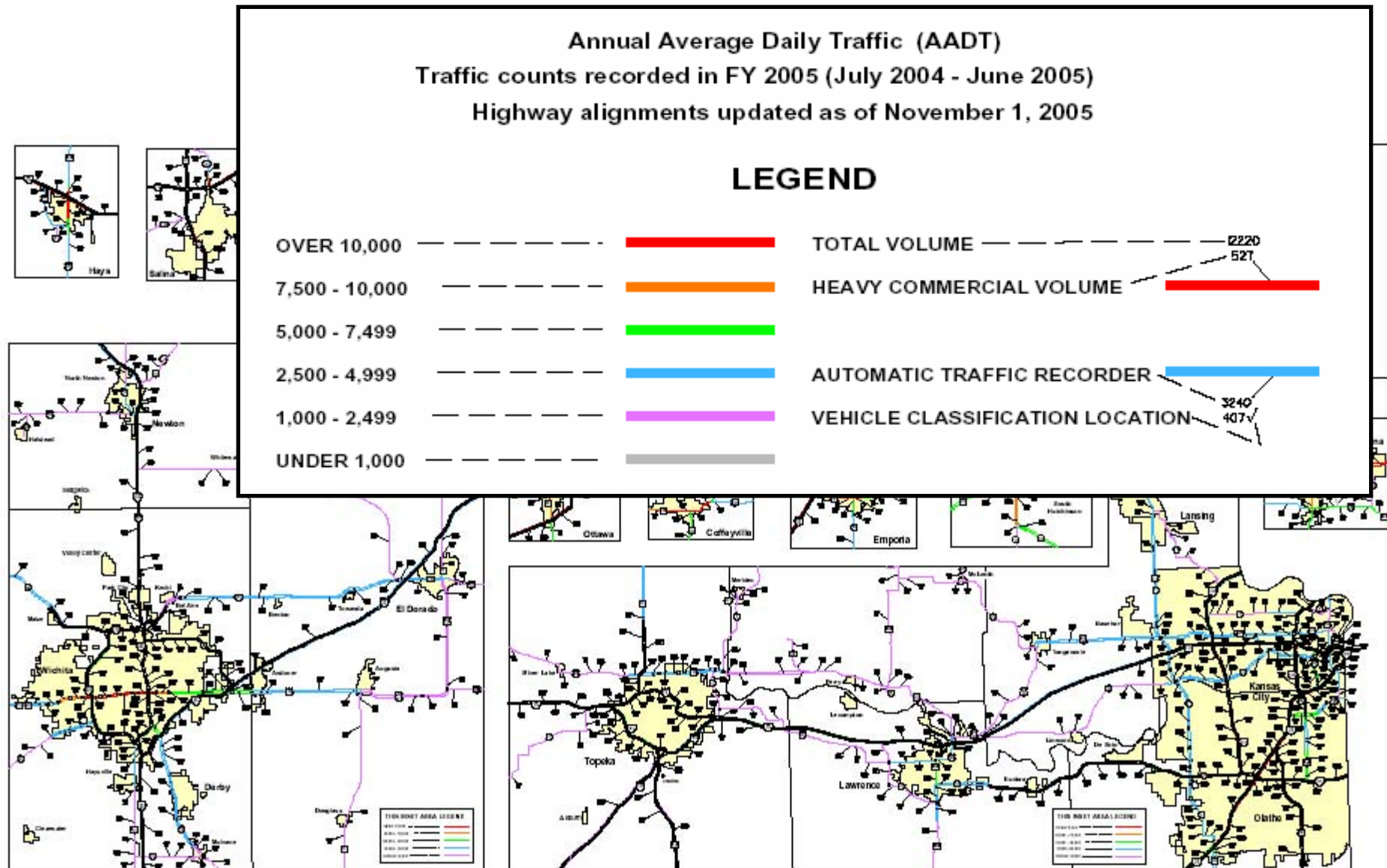
- Over 4,000 Employees
- 7,200+ ADT on New Century Pkwy
(2,400 north; 4,800 south)
- Approx 1,000 Truck Trips/Day
(450 north, 550 south)



New Century has existing distribution and manufacturing facilities that generate truck traffic onto Gardner's roads today.



KDOT provides truck traffic counts on its Highway System maps



The intersection of Old 56 Hwy and Parker (K-7 Hwy) in Olathe currently has between 1,700 and 1,900 trucks a day traveling on each leg of that intersection. Over 2,000 trucks a day travel on K-7, north of Old 56 Hwy.



Questions ?